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Hongkong, 29th April, 1908. [a139]

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Hongkong, 11th March, 1913. [a161]

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Hongkong, 21st September, 1905. [a480]

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[a712]

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[a33]

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Hongkong, 28th May, 1913. [a720]

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[a26]

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H. HAYNES,
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Hongkong, 2nd August, 1912. [a53]

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THIS HOTEL has recently been thoroughly
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Hongkong, 1st September, 1910. [a36]

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Roof Garden and Social Rooms, European
Banner meets Steamers.
P. O. FEUSTER,
Manager.
Hongkong, 1st January, 1913. [a146]

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Fine View of the Harbour.
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"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a34]

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742 [a742]

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Hongkong, 15th April, 1913. [a584]

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WHISKY IN THE EAST.

**A. S. WATSON & CO.
LIMITED,**

ALEXANDRA BUILDINGS

BIRTHS.

COLLINS.—On June 8th, at Foochow, the
wife of ARTHUR E. COLLINS, of a son.

BURGESS.—On June 16th, at Shanghai, the
wife of J. C. BURGESS, of a daughter
(stillborn).

CARRAL.—On June 10th, at Shanghai, to
Mr. and Mrs. CARLOS A. R. CARRAL,
a son.

DEATH.

ROWE.—On Sunday, June 15th, 1913, at
182, Bubbling Well Road, Shanghai,
SAMUEL BRYANT ROWE, C.E., late
Commissioner of Lands and Surveys,
Western Victoria, aged 80 years.
[811]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 21ST, 1913

There has been a considerable lull in the
agitation in Japan against the Californian
Land Act since it was signed by the
Governor. The mass meetings have been
discontinued and the more or less violent
speeches stopped. Whether this is the
result of orders from the Government is
uncertain. It may be that the agitation has
worked itself out, for, after all, the question
affects but a very small part of the popula-
tion and the preservation of the national
prestige and upholding of the national
honour are principles too vague to keep the
nation at a white heat, or even at a
moderate temperature, for long. At the
same time it has to be remembered that the
authorities wield peculiar powers over the
expression of public opinion in Japan in
regard to foreign affairs, and it is quite
possible that in view of the indiscreet
speeches that have been made, it has been
thought best to put a stop to such mani-
festations. That the Japanese Government
fears the rash expression of public opinion
is shown by its decision to keep secret the
contents of the answer to its protest given
by the United States Government. The
Press is not so reticent, however, and
although the receding waves of an agitation
always find their last reflection in the
columns of the papers, in this case it seems
rather to be the manifestation of an under-
current. The papers have not hesitated to
state what they regard to be the contents of
the United States' reply, and as there is
considerable unanimity among them, it
would almost seem that they had obtained
the details from an authoritative source.
Briefly they state that the reply of the

United States was unfavourable—that it
declined to consider the Californian Land
law as at variance with the Treaty with
Japan and was not ready to consider the
question of an amendment of the naturalisa-
tion law. Although this does not seem to
leave much room for further discussion,
negotiations are still going on. Supposing
they end in failure to reach a satisfactory
settlement, what courses are open to the
Japanese Government? It can cause an
appeal to be made to the Federal Supreme
Court to get the Court's decision on the
legality of California's legislation *vis-à-vis*
the Treaty, but in view of the answer of the
United States Government to Japan's protest
it is to be feared that the result would
be unfavourable to Japan. In regard to
claiming the right of naturalisation for
its nationals the Japanese Govern-

ment undoubtedly feels some diffidence.
The fact is that it has never en-
couraged emigrants to lose their nation-
ality, but has rather impressed on
them the necessity of retaining loyal
subjects of the Emperor. Pressure has
even been brought to bear upon the parents
of children born abroad to have them
registered as Japanese subjects, although
under the liberal laws of the United States
all children born in the country, no matter
of what parentage, can claim registration as
American citizens. The result of this
policy is now evident. It has prevented the
growth in California of a body of American
citizens of Japanese descent who might have
prevented the Land Act inflicting any hard-
ship on the Japanese owners of land, who
would in most cases have been their parents.
Further, this policy has served to strengthen
the feeling that the Japanese have no idea
of making their permanent home in the
United States and becoming assimilated.
It is true that there are a large number of
European races in America who still retain
their old nationality. Many Italians and
Greeks were lately recalled to join the
armies of their respective lands in the wars
recently concluded. It has to be remem-
bered, however, that these were recent
immigrants, the immigration into America
every year from Europe being immense, and
that European immigrants, even if they
themselves do not become American citizens,
register their children as such. As long as
Japan encourages Japanese abroad to
retain their nationality and also to make
sure that their children retain it, then she
must expect to see them suffer under
disabilities in various directions, just as the
foreigners on her shores suffer under dis-
abilities. Japanese emigration under pre-
sented conditions must remain artificial. It
is commonly associated with an extension
of the Empire, apparently on the principle
which has led to the expansion of the
British Empire. This may or may not be a
wise policy ultimately; it has certainly led
to the exclusion of the Japanese from many
countries and is in itself full of dangers.
The question the Japanese Government has
to face is whether the ultimate benefits are
worth the dangers that must be encountered
in pursuit of them.

Two fresh cases of plague were notified
in yesterday's return.

H.M.S. *Clio* is expected in from Singa-
pore early this morning.

The French mail of the 20th May was
delivered in London on the 19th June.

Surgeon-General Sir Thomas Gimlette,
R.N., K.C.B., who was in charge of the
Naval Hospital in Hongkong from 1901
to 1907, has just been placed on the retired
list at his own request.

To-morrow is the anniversary of the
Coronation of H.M. King George. The
ships in port dress in honour of the
occasion on Monday, when the customary
salute will also be fired.

Captain Jenkins, master of the *Tai
Kow*, reports that while the ship was
lying in the Harbour on the night of the
18th some person entered his cabin and
purloined a rifle and two revolvers.

Two Chinese were fined \$300 each and
one \$1,600 at Singapore last week for
selling Kiachow and Hamburg lottery
tickets. The alternative in each case was
three months' rigorous imprisonment.

An eleven-year-old boy, when entering
a cook-house, lost his footing, and in
clutching at something to break his fall,
pulled over a pot of boiling water. He
was rather badly scalded, and had to be
removed to hospital for treatment.

At the Magistracy yesterday, before Mr.
F. A. Hazeland, a Chinese was charged
with stealing 14lbs. of rubber from the
Naval Depot at Kowloon. Defendant
was at one time employed at the Naval
Yard, and alleged that he bought the
rubber. Inspector Kerr stated that there
had been a good deal of petty pilfering
going on of late. Defendant was
sentenced to two months' imprisonment
and four hours' stocks.

Captain G. A. Guthrie, R.A., who
went Home from Hongkong last year, has
gone on retired pay. Captain Guthrie
obtained his first commission in 1900, after
a service in the ranks and as warrant
officer of nearly 27 years and got his
present rank in 1909.

The report in a Manila paper that the
body of the late Captain Outerbridge
was to be embalmed and brought to Hong-
kong for interment turns out to have been
incorrect. He was buried at Iloilo, where
he died. Mrs. Outerbridge returned to
Hongkong by the *Tean*, which arrived
yesterday.

Before Mr. C. D. Melbourne yesterday
the hearing was resumed of the case in
which a Chinese stands charged with
obtaining with intent to defraud the sum
of \$5,000, and with fraudulently converting
to his own use the sums of \$1,000, \$2,400,
and \$1,000. Mr. F. X. d'Almeida defend-
ed, and the case was again remanded.

Malini, a magician who has had a great
vogue in Europe and America, will arrive
in Hongkong on the str. *Persia*, on June
24th. Malini is making a tour of the
world, and if time warrants will give a
public exhibition before leaving Hong-
kong. He intends to visit Shanghai and
other cities in China before departing for
Australia.

A member of the House of Commons
recently asked the First Lord of the
Admiralty what arrangements were being
made for the creation of adequate airship
and water-plane bases at Singapore,
Hongkong, Weihaiwei, and other outposts
of the Empire. Dr. MacNamara said
that this question will be considered in
due course.

The American community in Shanghai
are making arrangements for the celebra-
tion of July 4th. In addition to the
reception which is held annually at the
Consulate-General, the American Associa-
tion of China will give a reception to
Americans at the Palace Hotel. The
entertainment will include a baseball
game and an exhibition of fireworks.

The British India steamer *Latpura*,
recently sold to Japan, has been re-
christened *Tathei Maru*, and will be
registered at Dairen. She was built in
1885 by Messrs. W. Denny Brothers,
Dumbarton, to the fulfilment of
Lloyd's highest requirements, and has a
gross tonnage of 3,269, a net tonnage of
2,124, a length of 246ft., a breadth of 42ft.,
and a depth of 25ft.

It is reported that Dr. Wu Ting-fang
has been offered the post of Chinese
Minister at Washington. Dr. Wu, after
interviewing Yuan Shih-kai and other
high officials, considers that the political
situation is less gloomy than is generally
believed. According to Reuter's corre-
spondent at Peking, Dr. Wu thinks that
on the whole satisfactory progress is being
made towards a stable republic.

The Salt Inspectorate, according to a
Peking telegram, is being rapidly
organised on an efficient basis. Admiral
Tait's yamen is working smoothly and
successfully. Canton has come into line.
Foreigners have taken up their posts in
the Newchwang and Huai districts, while
Chinese consulars have been appointed
at Huai, Newchwang, Tsinanfu, Che-
kiang, Fukien, Kwangtung, and Shansi,
while only Yunnanfu remains. More-
over, the revenues are already coming in
satisfactorily.

For some time past a "strike" has
been maintained by the students of the
Peking University against the retention
of the present director. All efforts at
conciliation have failed and the Govern-
ment has decided as a way out of the
difficulty caused by the students' strike
to close the university fourteen days
before the regular holidays should com-
mence, and entertains the hope that it
will succeed in settling the difficulties by
the first days of September next. It is
assumed that Ho, the present director of
the University, will resign.

LAWN BOWLS.

D. Harvey (Kowloon) beat W. Highy
(Civil Service) in the first round of the
open championship by 21 to 14. The
match was played on the Police Green.

TENNIS LEAGUE.

CIVIL SERVICE & OLYMPIC.

The following will represent the Civil
Service in their match with the Olympic
on the latter's enclosure, this afternoon:
H. A. Nisbet and G. R. Sayer; F. A.
Biden and R. C. Barlow; A. O. Brown
and N. L. Railton.

FIRES IN MANILA.

A fire in Calle Echague, Manila, last
week did damage to the extent of 60,000
pesos, and another fire in Calle Sto.
Christo, in which Chinese were affected,
involved damage estimated at 100,000
pesos.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

MINISTERS AND SHARE
TRANSACTIONS.CONTINUATION OF THE DEBATE
IN PARLIAMENT.

LONDON, June 20th.

The members again thronged into the
House of Commons when Mr. Lyttelton
resumed the debate. He declared that in
view of the attitude of the Ministers it
was imperative to carry Mr. Cave's
motion to a division. (Cheers and
counter-cheers.) Until yesterday there
had been no acknowledgement of the
error, and the apology of Sir Rufus
Isaacs was a qualified one.

Mr. Asquith, who was received with
cheers, said he had hoped that after the
speeches of the Ministers there might have
been some general agreement. That
hope, however, had been shattered. He
agreed that the Ministers would have
been better advised to have told the whole
story in October. It would have saved an
enormous amount of time and trouble. He
emphasised that the two Ministers had
broken no rule or obligation, but they had
failed to observe the rule of prudence.
He denounced the campaign of calumny
and disgraceful appeals to racial and
religious animosity.

Mr. Balfour said that a charge of per-
sonal corruption would be absurd, but
neither the Premier nor the House was
treated with anything like frankness by
Mr. Lloyd George and Sir Rufus Isaacs
in October, and no defence had been
advanced on that point. Replying to the
appeal by Mr. Asquith for a unanimous
conclusion, he said the Opposition agreed
in substance with the amendment of Mr.
Buckmaster. Did the Liberals agree with
the substance of the Opposition's motion?
He suggested combining the two.
What he wished the House to
do was to leave a record indicat-
ing regret at what had taken place.
Unless they did so it would be a disaster
to the public life of the country. He
appealed to the Premier to find some form
of words more consistent with the credit
of the House and likely to maintain the
purity of public service.

Sir Edward Grey said that Mr. Bonar
Law put a very harsh construction on the
transaction. His phrase "A want of
frankness" was capable of being
construed as imputing a dishonour-
able motive, and if so construed would
entail the resignation of two Ministers
and close their political careers. The
House ought to pass no motion that could
be regarded in the nature of a vote of
censure.

Mr. Ryland Adkins (Liberal) moved the
following resolution:—

"That this House, after hearing the
statements of Sir Rufus Isaacs and Mr.
Lloyd George referring to the purchases
of shares in the American Marconi
Company, accepts their expressions of
regret that such purchases were made
and were not mentioned in the debate
in October, but acquits them of acting
otherwise than in good faith, and
reprobates the charges of corruption
brought against the Ministers, which
have been proved to be wholly false."

Mr. Buckmaster withdrew his amend-
ment.

After further discussion, Mr. Bonar
Law declined to accept Mr. Ryland
Adkins' motion, but was willing to accept
the following:—

"That this House, having heard the
statements of Mr. Lloyd George and
Sir Rufus Isaacs, acquits them of acting
otherwise than in good faith, and re-
probates the charges of corruption
brought against Ministers, which have
been proved to be wholly false; but
regrets their transactions in American
Marconi shares and the want of frank-
ness in their communications to the
House."

On the vote being taken, Mr. Cave's
motion was defeated, and the House, by
245 votes to 238, adopted the motion of
Mr. Adkins.

SAVED BY THE NATIONALISTS.

The Liberal members, Messrs. Martin,
Mason, and Munro-Ferguson, voted for
the minority, and 71 Nationalists and
most of the Labour members voted for the
majority, the remainder of the Labour
members abstaining.

[THROUGH REUTER'S AGENCY.]

PRESS COMMENTS ON THE
MARCONI DEBATE.

Comments on the Marconi debate are
most varied.

The *Times* says that the ending of the
debate by a Party division might and
ought to have been avoided; but the House
has emerged from a critical ordeal with
more credit than at one time seemed
probable, as the result of the fine speeches
by Mr. Asquith and Mr. Balfour.

The *Daily Mail* deplores that the House
of Commons could not rise above
partisanship after the remarkable appeals
of Mr. Asquith and Mr. Balfour. The
debate should have ended after Mr. Lloyd
George and Sir Rufus Isaacs had ad-
mitted their errors.

The *Daily Telegraph* says:—Parlia-
ment is low enough already. It stands
further discredited to-day by adopting
a resolution of condonation.

The *Morning Post* says:—It was a dis-
astrous result to a disastrous debate.
The House of Commons has affirmed the
principle that Ministers may, if undis-
covered, accept financial favour from a
would-be contractor.

The *Daily Graphic* says:—Mr. Bonar
Law's rejection of Mr. Adkins' com-
promise was a mistake from the stand-
point of the country and the Unionist
Party.

The *Standard* rejoices that the
vexatious business is ended. No great
harm, it says, has been done at present,
and future Cabinet Ministers have
received a salutary warning.

The *Daily Chronicle* says:—The shab-
biness and the unworthiness of the whole
debate was due to the weakness of the
Unionist leadership and its subservience
to the extremists of the rank and file.

The *Daily News and Leader*
says:—The Opposition, which ap-
plauded Mr. Balfour and then
refused to compromise, was guilty of a
cynical and impudent breach of faith.

The public now recognise the object of
the whole campaign, namely, a plot to
destroy Ministers in order to destroy their
policy.

THE ENGLISH TURF.

ANOTHER INSANE ACT ON A RACE COURSE.

LONDON, June 20th.

The result of the race for the Ascot
Gold Cup was as follows:—

Prince Palatine 1

Stedfast 2

Aleppo 3

Eight ran. Prince Palatine won by a
length and half, four lengths separating
second and third.

Betting: 7 to 4 on Prince Palatine, 100
to 8 against Stedfast, and 10 to 1 against
Aleppo.

Fitz Richard, Backley, and Tracery were
leading six furlongs from home, when a
man leaped out waving a flag in one hand
and a revolver in the other. Tracery
fell, and the man was killed.

Whalley, who was riding Tracery, was
unhurt. Interviewed by a Pressman, he
said a man shouted something like "Halt,
or I will fire." Then came a smash, and
all went flying.

The man sustained a fracture of the
skull, and was operated upon.

The King sent to Whalley and enquired
if he were hurt.

The assailant of Tracery was a middle-
aged man named Hewitt, a Cambridge
graduate and the son of a wealthy land-
owner. In a rambling diary, the latest
entry in which was made on the Race-
course, it is shown that he intended to die
in the fight against Society convention.
In his possession were found £260.

AMERICAN EX-CHAMBERLAIN
RELEASED.

NEW YORK, June 20th.

The Appellate Division of the Supreme
Court has ordered the release of ex-Cham-
berlain Hyde, who was accused of mani-
pulation of the City funds, on the ground
that the facts proved did not constitute
a crime.

[THROUGH REUTER'S AGENCY.]

THE RISING IN MOROCCO.

SPANISH GARRISON SUFFERS HEAVILY.

TANGIER, June 20th.

Despatches from Tetuan say that de-
perate fighting has been in progress
between the Kabyles and the Spanish
garrison. The latter were driven back
half a mile from the town, and suffered
heavily, but rallied, routing hordes of
tribesmen and doing great slaughter.

AMERICAN TARIFF LAWS.

AN OBJECTIONABLE CLAUSE STRUCK OUT.

WASHINGTON, June 20th.

The Senate Committee has struck out
the Tariff Bill clause giving the Customs'
agents authority to examine the books of
foreign manufacturers. This clause has
led to numerous protests by Europeans.

SERVIA AND BULGARIA.

BELGRADE, June 20th.

In view of Dr. Danoff's reluctance to
go to St. Petersburg unless Serbia accepts
immediate arbitration upon the Serbo-
Bulgarian Treaty, M. Pasic, who intended
to start for St. Petersburg to-night, has
postponed his departure.

The bitterness against Bulgaria is
becoming more intense.

SOFIA, June 20th.

The text of the Bulgarian reply is pub-
lished. It protests most vigorously
against the revision of the Treaty of
Alliance.

It appears that Serbia will refer the
division of the disputed zone to the
arbitration of the Tsar.

According to a telegram from Buda-
Pesth, M. Tisza, in the Chamber of
Deputies, said that Austria was anxious
to see the real independence of the Bal-
kanianes. He assured them that they could
not allow any Power to intervene with a
view to influencing the free decision of
the Allies in solving the present difficul-
ties.

ACCOUCHEMENT OF THE QUEEN
OF SPAIN.

LONDON, June 20th.

The Queen of Spain has given birth to
a son.

DEATH OF HERR RUMP.

Herr Rump, head of the Audit Depart-
ment of the Quintuple Loan, died on the
15th of complications ensuing from an
operation for appendicitis.

MARCONI SHAREHOLDERS v. MR.
GODFREY ISAACS.

A writ has been issued by a number of
shareholders in the English Marconi
Company against Mr. Godfrey Isaacs, the
Marconi directors, and Haybourn &
Crompton, stockbrokers, to recover the differ-
ence between the highest market price and
the par value of 500,000 American
Marconi shares. About £1,000,000 is
involved.

MANUFACTURE OF BOMBS AT
SHANGHAI.

JAPANESE CHARGED.

Two Japanese subjects were brought up
before their Consular Court, at Shanghai,
constituted by Mr. D. Yamamoto, Vice-
Consul General, on the 14th inst., on the
serious charge of having in the month of
June had bombs in their possession or
under their control, enabling them or
others to cause damage to life and prop-
erty. The first accused is a furniture
dealer named Matsukawa, whose premises
are situated in the North Szechuen Road
Extension, beyond Range Road, and the
second named Seikai occupied the position
of a go-between, being a broker. The
shop of the first-named has for some time
past been the object of police suspicion,
says the *Mercury*, and it was the result
of careful investigation that the arrests
were made. The shop was then searched,
but no bombs were found in it, although
there was a quantity of material for the
making of such goods. The Criminal
Investigation Department have had the
matter in hand for some time, and they
are to be congratulated on the way in
which the work of detection was gone
about. Evidence was given in the Court
by one of the Central Station employees,
who said he went to the premises of the
first accused on several occasions. He had
reused on several interviews, on the
matter of securing bombs. Seikai told
him he could arrange the matter, but he
did not want the witness to know how
principal. Witness insisted on this, how-
ever, and ultimately he was taken to the
first accused's shop. Forms were dis-
cussed and the dealer agreed to supply a
hundred bombs at \$13 each within a week.
On a return visit the witness was given
one bomb as a sample.

SUPREME COURT.

Friday, 20th June.

IN CRIMINAL JURISDICTION.

BEFORE THE PRINCIPAL JUDGE (MR. J. H. KEMP).

POSSESSING STOLEN JEWELS.

Four Chinese, charged with being in possession of jewellery knowing it to have been stolen out of the Colony, pleaded not guilty. Mr. P. M. Hodgson, Crown Solicitor, prosecuted.

The following jury was empanelled:—Messrs. R. A. Drude, A. Walsley, K. Loring, H. G. Schmidt, A. Macdougall, L. G. Rodrigues, and J. Waldron.

Mr. Hodgson informed the jury that the four prisoners were charged with receiving stolen property which consisted of a quantity of jewellery, including two silver earrings with pearls and one hair pin. The jury would observe that some articles were specifically mentioned, the explanation of that being that these articles would be identified by the owner.

The second charge against the prisoners was having in their possession certain stolen property, a large quantity of jewellery. The offence was really a very serious one. The prisoners could not be charged with stealing the jewellery, as it was stolen outside the Colony, and so they were charged with receiving the property knowing it to have been stolen.

The robbery occurred at Yan Wa market town near Shekling in March last, when a large gang of robbers attacked a pawnshop and carried away a large quantity of articles. These included the articles which had been specifically mentioned in the indictment and also a large quantity which the pawnbrokers were unable to identify because the pearls had been stripped from their settings. The four men were found a few days after the robbery at a brothel in Queen's Road West. They were all engaged with a basin in front stripping the pearls from their settings and stringing them on to pieces of thin wire.

Evidence was then called. The jury found the four men guilty on both counts, and they were each sentenced to five years' hard labour on each count, the sentences to run concurrently.

RUSSIA IN MONGOLIA.

Since the conclusion of the Convention between Russia and Mongolia at Urga on November 3rd, 1912, by which Russia recognized the autonomy of Mongolia, considerable interest has been shown in the development of the situation. China at that time was unable to voice an effective protest, although the Chinese Government never acquiesced in the arrangement made by Russia and Mongolia. Recently, however, negotiations have been carried on between China and Russia with the view of arriving at some sort of *modus vivendi* in regard to Mongolia. China was, of course, anxious to "save face" to the greatest possible extent, and there seems to be reason to suppose that Russia was willing, without really abandoning her privileged position in Mongolia, to permit China to retain a shadow of her former suzerainty over Mongolia.

The Chinese Parliament, however, has not hailed this agreement with undue enthusiasm and has expressed a strong desire to secure the modification of some of the articles. Regarded from a disinterested, but sympathetic, viewpoint, China seems to have been conceding by Russia quite as much as she could reasonably expect.

A series of articles in the May number of the *Far Eastern Review* gives a great deal of interesting information in regard to the political and economic situation in Mongolia, and the diplomatic instruments relating to the new-born "Mongolian Empire" are also published. These articles can be read with advantage by those who desire to obtain an accurate understanding of the present position in regard to China's Northern "dependency."

DEATH OF MR. W. S. BRYANT ROWE.

The death is announced in the Shanghai papers of Mr. W. S. Bryant Rowe, of Hongkong, while on a visit to Shanghai. As a resident of Hongkong for some years past, Mr. Rowe, who was in his eightieth year, had many friends in Shanghai, to whom his death will come as a personal loss, says the *N.C. Daily News*. A civil engineer by profession, he was for some years engaged in construction work on the fortifications surrounding Plymouth, and subsequently became Assistant Commissioner of Lands and Surveys to the Victorian Government. Failing health necessitated his retirement, since which time he has intermittently resided in the Far East.

Mr. Rowe leaves a widow and a family of six, including Miss Rowe and Mrs. Worcester, of Hongkong; Mr. E. S. B. Rowe, Assistant Secretary to the Municipal Council; and Mr. Benbow Rowe, of Messrs. Shaw, Tames & Co.'s Hongkong house. The funeral took place at the Bubbling Well Cemetery.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 20th June state:—

During the week, the demand for local stocks has continued, and several prices show a marked increase, though the market at the close to-day was slightly easier with regard to some stocks. London, owing to a continuance of forced selling, and a tight money market, has ruled disappointing, and prices are slightly lower.

Find Hard Para Rubber has declined to 3/6 per lb., and Plantation Sheets to 3/0 per lb., the tone of the London share market, however, being strong. The Bank of England rate of discount remains at 4 1/2 per cent., and the open market rate has declined to 4 1/2 per cent. Bar Silver closes dull at 26 1/2 d. for ready, and 27 3/4 d. for forward. Sterling T.T. is quoted at 1/11 1/2. Shanghai T.T. at 73 1/2 and Singapore T.T. at 84 1/2.

BANKS.—Hongkong and Shanghai have been dealt in at 89 1/2, and close with buyers at 89 1/2, London having advanced to 282.

MARINE INSURANCES.—Sales in Unions have been effected at 87 1/2, but close with sellers at 87 1/2. Cantonians remain a dull market at 82 1/2. North China are inquired for at 13 1/2.

THE INSURANCES.—Hongkong remain steady market, with buyers at 83 1/2, and China remain unaltered at 84 1/2.

SHIPPING.—Hongkong, Canton and Macao have buyers at 87 1/2, and close with sellers at 87 1/2. Indo-China have had sales at 82 1/2 and 81 1/2, but have weakened to a selling quotation of 80. Sales have taken place in China and Manila at 81 1/2, 81 1/2, and 81 1/2 and have now receded to a selling quotation at the latter rate. Douglas have declined to 83 1/2, and Star Ferries have improved to 83 1/2, at which price there are buyers.

COAL.—Shells close with a middle price of 107 1/2 and have been a quiet market. Ural Caspians are reported at 42 1/2 middle, and Mexican Eagles at 38 1/2 middle.

REFINERIES.—Sales have taken place in China Sugars at 80 1/2, at which price they close steady. Lardons are still neglected and have sales at 83 1/2.

MIXING.—Trebles are reported at 72 1/2 middle, and Harwoods at 4 1/2 middle, and Rains remain unchanged at 83 1/2 middle. Chinese Engineerings have a middle quotation of 12 1/2 and Pahangs of 10 1/2 middle.

DOCKS, WHARVES AND GODOWNS.—A large business has been done in Hongkong and Whampoa Docks at prices ranging between 83 1/2 and 86 1/2, and they now close with sellers at 86 1/2. Hongkong and Kowloon Wharves have also been the medium of considerable dealings, at prices between 88 1/2 and 91, the closing price being 89 1/2 buyers. New Amoy Docks are still inquired for at 88 1/2. Dealings are reported in Shanghai Docks at 75, at which figure they are wanted. Sales are also reported in Shanghai and Hongkong Wharves at the improved price of 75, 111, and more are wanted at the price.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been persistently inquired after during the week, and after further sales at 8110 now close with buyers at 8111. Kowloon Lands are also asked for at 840, and inquiries are being made for West Points at 87 1/2. Sales have taken place in Humphreys Estates at 89, and they now close with buyers at 89 1/2. Hongkong Hotels have improved to 8123 and 880 buyers for old and new respectively.

COTTON MILLS.—Sales have taken place in Hongkong at 89 1/2, and they now close with buyers at 89 1/2.

MISCELLANEOUS.—China Products have been sold at 89, Green Islands have led to considerable business at prices between 86 1/2 and 87 1/2 and now close with sellers at the latter figure. Tea have sales at 2154, Powells are wanted at 216, Weissmanns at 224, Rops at 82 1/2, and Electrics at 83 1/2. Hongkong Trams close with buyers at 7 1/2. Dairy Farms are on offer at 826, Stern Landries at 84, Pulpas at 820, Fisheries at 81, and Watsons at 88 1/2. Langkats have had sales at 75, and close with buyers at same figure.

LONDON QUOTATIONS to hand this morning by wire from our Agents are as follows (all middle prices):—

Treasury Bonds 72 1/2
Pahang Consolidated 10 1/2
Ural Caspians 42 1/2
Malayan Tin 50 1/2
United Securities 5 1/2
Mexican Bonds 39 1/2
Rubber Trusts 15 1/2 premium
Eastern Trusts 15 1/2
Shell Trusts 107 1/2
Indo-China (Combined) 150 1/2
Chinese Engineerings 32 1/2
Hongkong Electric Trams 7 1/2

FIGHTING IN THE PHILIPPINES.

REVENUE CASUALTIES.

A telegram from Jolo in the *Coblenzer* American of the 17th inst. says:—

The battle of Bagsak, which will go down in the annals of the Moro province in red letters, was brought to a successful and Sunday afternoon with the expending of 317 Moro renegades, and with a loss on the American side of fifteen killed and 23 wounded.

The final struggle for the mastery was a terrific one and lasted all day Sunday, Captain Charlton and Lieutenant Oliver being in command of the 51st and 52nd Companies of Moro Scouts, under the immediate direction of General Pershing. These organizations and their officers made a reputation for themselves for valour that cannot be excelled in any future campaign.

The fierceness of the fight can be imagined when I say that it took seven hours for the line to advance the last fifty yards to the fort.

THE TRADE OF CHINA.

The Customs Gazette for the first quarter of the present year, just published, shows that the total Maritime Customs revenue for that period was Hk. Tls. 9,439,801, which shows an increase of Hk. Tls. 2,172,103 compared with the revenue for the corresponding quarter of last year.

The following figures for the ports South of Shanghai may interest many readers:—

	Total Collection.	Same Quarter, 1912.
Shanghai Hk. Tls.	3,058,588,220	2,361,190,705
Soochow	41,949,327	997,835
Hangchow	79,020,178	38,787,781
Ningpo	83,091,861	44,215,443
Wenchow	9,134,900	6,913,749
Santau	3,082,894	2,838,107
Foochow	273,069,773	156,088,717
Amoy	215,928,675	200,903,183
Satow	509,000,503	454,724,516
Canton	634,660,474	667,032,123
Kowloon Railway Collection	4,976,492	3,731,280
Kongmoon	146,839,707	117,623,436
Sanshui	93,695,019	64,093,347
Wuchow	14,635,405	37,077,020
Wanning	20,194,251	21,011,216
Kiangchow	27,769,274	27,809,932
Pakhoi	37,651,280	10,965,760

It may be mentioned that the opium like during the first quarter of the present year amounted to Hk. Tls. 556,876, as compared with Hk. Tls. 519,870 for the corresponding quarter of last year.

DAIREN SHIPPING RETURNS.

The South Manchurian Railway Wharf Office furnishes the following shipping returns for the port of Dairen for the three years ended 1912:—

JAPANESE STEAMERS.		
Entries.	No. of Vessels.	Gross Tonnage.
1910	1,210	1,759,024
1911	1,339	1,926,746
1912	1,530	2,134,890

FOREIGN STEAMERS.		
Entries.	No. of Vessels.	Gross Tonnage.
1910	364	671,819
1911	411	832,602
1912	438	859,597

It will be seen that the shipping traffic at Dairen is steadily increasing.

THE GERMAN FAR EASTERN SQUADRON.

Rumours are again current, says the Berlin correspondent of the *Naval and Military Record*, concerning the German cruiser squadron in the Far East, which at present comprises the *Scharnhorst*, *Goeben*, and three small cruisers, with seven gunboats and two torpedo vessels. Last year the *Blicher* was expected to join this squadron, in place of the *Scharnhorst*, but this change has not been made. It is now reported that a battleship of the *Wittelsbach* or *Kaiser Friedrich* class is to be sent to Tsingtau, but whether in the capacity of flagship or merely as a depot ship is uncertain. If she goes in the former capacity she will probably replace the *Scharnhorst*, which may then relieve the *Blicher* as gunnery schoolship at Sonderburg. In any case, the strength of the squadron would be raised, though its average speed would be reduced.

CHEKIANG OPIUM HARVEST.

THE BRITISH LEGATION HAS DECLINED TO SEND A COMMISSION OF INVESTIGATION TO CHEKIANG ON THE GROUND THAT THE OPIUM CROP OF THE SEASON HAS ALREADY BEEN HARVESTED.

The request of the Chinese to examine this province at the moment when it is obviously clean is regarded in Peking as a bold stroke of diplomacy. Unfortunately for its success, the British Legation is too well informed to be deceived.

It is notorious that the considerable crop of opium recently safely collected in Chekiang is now on offer in the Shanghai market.—*Peking Correspondent of the N.C. Daily News*.

THE CHILDREN were discussing over an early breakfast the weather chances in view of the Pagal-Gymkhana to-day. On appeal father thought it might hold up, but mother, fearing for "best things," was doubtful and anxious. "That's just like mother," said the middle girl; "she's a pessimist. Now father, he's always an optimist."

Holiday Howlers (the Shropshire schoolchild variety):—"A circle is a line running round a point for ever." "A straight line is one which runs along quite straight and has no bend."

A soldier arrested at Willesden had one arm tattooed with a narrative of his courtships and the other with a record of his family bereavements, with memorial tablets and tombstones.

PERTUSSIS.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, ETC., which has been recognized unqualifiedly by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS: S. J. RETINES & CO., TIENTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD. SHANGHAI.

NOTES AND NEWS.

GOLD AND SILVER.

A peculiar and little known fact has just been made public by an official of the South-Eastern and Chatham Railway, states a home paper of May 9. The amount of change required at the booking offices is, he says, an infallible test of national prosperity. "In bad times people buy their tickets with silver, in good times with gold." At present the latter metal is in most evidence, and for this week-end it will be necessary to lay in at Victoria Station a quarter of a ton of silver for use in giving change, in addition to half a ton of "coppers."

ANOTHER TRIUMPH FOR WIRELESS.

The value of wireless telegraphy was strikingly illustrated by the saving of 205 passengers from the liner *Tamui*, bound from Wellington for London, which was badly damaged in a collision with the steamer *Luca* off the Spanish Coast on May 25. The *Tamui* began to dip by the head and sent out distress signals which were picked up forty miles distant by the steamer *Garfa Castle*. The latter vessel reached the *Tamui* at nine o'clock on the Sunday evening and took off her passengers, who were brought to Plymouth. It appears that many passengers had retired for the night, as they were informed the *Tamui* was making for Corunna, but as the vessel was settling in the water it was decided to transfer them to the *Garfa Castle*. The boats of the *Tamui* were tied together to avoid losing sight of each other, the boats of the *Garfa Castle* acting as guides. The sea was smooth, but there was a nasty swell. The *Tamui* reached Corunna safely.

CHARACTER AND FINANCIAL CREDIT.

The late Mr. Pierpont Morgan in testifying before the Congressional Committee which was investigating the so-called Money Trust expressed some views about the relation of business to character. He was being interrogated by a member of the Committee.

"What is the basis of financial credit?" Mr. Morgan: "Character."

"That is one thing, no doubt. What else?"

Mr. Morgan: "That is the only thing worth considering."

"Do you mean that?"

Mr. Morgan: "Yes."

"Is not tangible assets the real basis of financial credit?"

Mr. Morgan: "No. Character is the real basis."

"If a man comes to you to borrow money, do you not inquire about his tangible assets?"

Mr. Morgan: "Yes. But I would not lend a man money no matter what his assets are, unless I had confidence in his character."

"But assets are a basis for credit?"

Mr. Morgan: "Certainly, but not the principal basis. That is character. Character is the real basis of all business."

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A peculiar and little known fact has just been made public by an official of the South-Eastern and Chatham Railway, states a home paper of May 9. The amount of change required at the booking offices is, he says, an infallible test of national prosperity. "In bad times people buy their tickets with silver, in good times with gold." At present the latter metal is in most evidence, and for this week-end it will be necessary to lay in at Victoria Station a quarter of a ton of silver for use in giving change, in addition to half a ton of "coppers."

ANOTHER TRIUMPH FOR WIRELESS.

The value of wireless telegraphy was strikingly illustrated by the saving of 205 passengers from the liner *Tamui*, bound from Wellington for London, which was badly damaged in a collision with the steamer *Luca* off the Spanish Coast on May 25. The *Tamui* began to dip by the head and sent out distress signals which were picked up forty miles distant by the steamer *Garfa Castle*. The latter vessel reached the *Tamui* at nine o'clock on the Sunday evening and took off her passengers, who were brought to Plymouth. It appears that many passengers had retired for the night, as they were informed the *Tamui* was making for Corunna, but as the vessel was settling in the water it was decided to transfer them to the *Garfa Castle*. The boats of the *Tamui* were tied together to avoid losing sight of each other, the boats of the *Garfa Castle* acting as guides. The sea was smooth, but there was a nasty swell. The *Tamui* reached Corunna safely.

CHARACTER AND FINANCIAL CREDIT.

The late Mr. Pierpont Morgan in testifying before the Congressional Committee which was investigating the so-called Money Trust expressed some views about the relation of business to character. He was being interrogated by a member of the Committee.

"What is the basis of financial credit?" Mr. Morgan: "Character."

"That is one thing, no doubt. What else?"

Mr. Morgan: "That is the only thing worth considering."

"Do you mean that?"

Mr. Morgan: "Yes."

"Is not tangible assets the real basis of financial credit?"

Mr. Morgan: "No. Character is the real basis."

"If a man comes to you to borrow money, do you not inquire about his tangible assets?"

Mr. Morgan: "Yes. But I would not lend a man money no matter what his assets are, unless I had confidence in his character."

"But assets are a basis for credit?"

Mr. Morgan: "Certainly, but not the principal basis. That is character. Character is the real basis of all business."

THE SPEED OF AEROPLANES.

The Paris correspondent of a London contemporary writes:—Aeronautical experts who attach less importance to sensational exploits than to the risk of human life, advertise a particular brand of aeroplane than to the steady progress of aviation towards a more complete security, have long dwelt on the fact that what should be no required of a flying machine is not exaggerated speed, but a really considerable difference between its highest and its lowest speed. Experiments recently carried out with a military Breguet biplane have given remarkable results as regards this important factor. The biplane, with a load of 450 kilograms and three persons on board, attained at the first experiment, during which a difficult wind was blowing, a speed of 71 1/2 miles an hour. Its lowest speed was one of 38 1/2 miles an hour, showing a difference of 33 per cent. With the machine slightly reduced, and in better weather, a lowest speed of 37 1/2 miles per hour was accomplished. These remarkable accomplishments prove the excellence of the design of the aeroplane and enable the aviator, even on a very heavy machine, to alight very gently.

HOW GOLF CAME TO LONDON.

The recent sale of Garrick Villa at Hampton-on-Thames, the residence of the late Sir Clifton Robinson, and occupied by David Garrick, the actor, from 1754 to 1779, recalls the circumstances of the earliest golf ever played and recorded in the London district, apart from historic Blackheath. Garrick had invited (in 1758) the Rev. Dr. Alexander Carlyle, minister of Inverkeithing, near Musselburgh, and a very keen golfer, Dr. Robertson, the historian, and some others to dine with him at the villa, and he begged them to bring their golf clubs and balls with them, that they might play at the golf on Molesey Hurst, which they did. As they drove through Kensington the Coldstream Guards were changing guard, and, seeing the golf clubs, they gave three cheers in honour of a diversion then so peculiar to Scotland. Immediately after they arrived at Garrick's villa, the Scottish guests crossed the river to the golfing ground, which, Dr. Carlyle said, was "very good." In the evening, after dinner, when taking wine in a temple in the garden, Carlyle would insist to Garrick that once in three times he could drive a ball through an archway on the lawn into the Thames, the archway being

the distance of a good drive away. The person did it at the second attempt and Garrick was so surprised at his dexterity that he begged to be presented with the club with which the feat was done, and it was given to him.

THE PRINCE IN SOCIETY.

The Prince of Wales has begun to take a leading part in English society. His first public appearance as a "man of the family" was made last month when the Prince escorted his sister, Princess Mary, to a League of Mercy Concert at Albert Hall. The Prince will attend one of the approaching Leves as a lieutenant in the Navy, and is also to be present at a Court in his position as heir to the throne. A few country house visits have been arranged, and the Prince will also be present at one or two dances. The Prince is also to make his debut as a sportsman, and will race the *Brianna*—King Edward's old yacht—in friendly competition with the King of Spain some time in August, each owner being on board. The *Brianna* by that time will be the Prince's own property, and is to be re-equipped and manned by a picked crew of naval reservists. Next summer he will become a member of the Royal Yacht Squadron. Naturally, his naval activities must be much restricted, but he will take occasional short cruises, in accordance with his own strong desire. The next of these is fixed for the present summer, when he will act as lieutenant in the super-Dreadnought *Colossus*. As has already been announced, the Prince has acquired a farm, and he has much practical knowledge of farming learnt from the stowards and bailiffs on the Sandringham estate. He is also a thorough athlete, football, cricket, and golf, all claiming him as a devotee. He is more than ordinarily good in running, and, indeed, possesses just the qualities to command him to all sections of British society, of which he will presently be a leader.

"MOTHER'S DAY."

"It was the most remarkable and the most inspiring gathering that I have ever addressed," said Mr. J. J. Virgo, the general secretary of the Y.M.C.A., recently, in reference to the inaugural meeting at the Central Y.M.C.A., in Tottenham Court Road, London, of the "Mother's Day" movement for the United Kingdom. "Mother's Day" is observed in the United States, the House of Representatives having passed a resolution requesting all representatives of the Government to wear a white flower on this day as a token of love and veneration for American mothers, and it is intended that "Mother's Day" in England shall become a national institution like Trafalgar Day, Primrose Day and Alexandra Day.

"Briefly," Mr. Virgo explained, "every young man in the British Isles will be asked on the second Sunday in May each year to observe one or more of the following rules:—

Wear a white flower as a token of love and respect for "Mother."

Visit her, if possible, regardless of distance.

Write a letter expressive of love.

If she has passed away, place a single white flower—preferably a narcissus or carnation—upon her grave.

In any case give up a few minutes for reflection, call up thoughts of mother, treasure her memory and pray for a deeper reverence, and see where you stand in your mother's eyes.

At the meeting in London thirty-six nationalities were represented, among them men from Iceland and Greenland, America, Japan, China, the West Indies, and Continental countries.

ANARCHIST PLOT IN PEKING.

GENERAL HUANG HSING ACCUSED OF FURNISHING FUNDS.

Reuter's Peking correspondent learns that Chinese anarchists have recently established secret association organisations at Tientsin, Peking and their vicinities for the purpose of killing important members of the Government, and also overthrowing the Government. One of these organisations is called "The Bloody Light Society." Among those arrested are a man and woman named Chow and two men, Li and Wang. These are being held in custody.

Senator Hsieh Chi was arrested but escaped. The police sent the latter case to the Court, where it was investigated, but secrecy is being maintained concerning the case.

It is understood that other prisoners confessed that their object was to overthrow the Government and to assassinate the President and the members of the Cabinet and important military officials, and that they received forty thousand dollars for expenses from Huang Hsing. Therefore the Court commenced Huang Hsing to Peking to give evidence. Whether Huang Hsing is or is not concerned can only be ascertained if he comes to Peking in response to the Court's orders. The Government emphasises that Huang Hsing is summoned by the Court.

A MILITARY SCANDAL IN INDIA.

CAPTAIN SPITTA TO BE IMPRISONED.

The following sentences have been pronounced in connection with the 88th Carnatic case:—

Captains St. John, Coleridge, and Fuller to be reprimanded for neglect of duty.

Captain Spitta to be cashiered and to suffer one year's rigorous imprisonment for being concerned in the fraudulent misapplication of Government and regimental money, submitting false return of an account to his commanding officer, and conduct to the prejudice of good order and military discipline.

Jemadar Abdul Rahman to be dismissed from the service for falsification of accounts and misapplication of regimental money.

Havildar Muhammad Sikander and Naik Abdul Azim to be reduced to the ranks for improperly collecting money from recruits.

Colour Havildar Muhammad Aref to suffer three years' rigorous imprisonment for fraud.

Havildar Muhammad Sharief to suffer two years' rigorous imprisonment for making false returns.

Captain Spitta was taken to Madras under an escort.

INTIMATIONS

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

ADVERTISEMENT

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"HOPSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 25th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 20th June, 1913. [14]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"MONMOUTHSHIRE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or dangerous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th inst. at Noon will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 27th inst. at 10 a.m. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 20th June, 1913. [49]

THE HONGKONG WEEKLY PRESS & CHINA OFFSHORE TRADE REPORT

is now ready and contains:

Far Eastern News.

Leading Articles:

The Kaiser's Quarter Century.

The Simplification of the Chinese Language.

National Development.

The Building Collapse.

The Kowloon Tunnel and the Loan.

Random Reflections.

Hongkong.

The Magistracy.

Wanted to Die.

The Governorship of Canton.

Indo-China Steam Navigation Co., Ltd.

The Sotro Extradition Case.

The British Squadron in China Waters.

Supreme Court.

Lawn Bowls.

Correspondence:

The Hongkong Land Investment & Agency Co., Ltd.

A Harbour Mystery.

Sanitary Board.

The German Celebrations at Canton.

Shamshun Municipal Council.

Foreign Trade of China.

Indian Opium Prohibition.

Chinese Family Life.

Wireless Telegraphy.

Steam Traffic Through Yangtze Rapids.

Telegrams.

Drowning Fatalities.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 21st June, 1913.

WANTED.

COMPETENT CHINESE TYPIST

Good Handwriting and thorough knowledge of English indispensable.

Apply by letter to

MANAGER,

"HONGKONG DAILY PRESS" Office,

Hongkong, 16th June, 1913. [762]

WANTED.

COTTON PIECE GOODS

Shippers, well acquainted with quality suitable for the China market, would be invited to enter into business negotiations with reliable firm desirous of importing such qualities.

Reply to—Care of "Daily Press" Office,

Hongkong, 11th June, 1913. [785]

MEDICAL PARTNERSHIP

M. B. S. (Lond.), 7 years sole charge large Hospital in China, married, good knowledge of Mandarin, considerable experience midwifery, diseases of Children and Major Operations, etc., desirous to purchase share in old established practice in the East. Free early Autumn.

All correspondence in strict confidence—Box 19,

Care of "Daily Press" Office,

Hongkong, 19th June, 1913. [805]

INTIMATIONS

IN THE MATTER OF THE COMPANIES

ORDINANCE No. 53 of 1911,

AND

IN THE MATTER OF THE SAM WANG

LAND INVESTMENT, LOAN & AGENCY CO., LTD.

(In Liquidation).

NOTICE IS HEREBY GIVEN that

a GENERAL MEETING of the

Members of the above-named Company will be

held at the Office of Messrs. PEARCE SMITH,

Serif & Fleming, No. 5, Queen's Road Central,

(First Floor), Hongkong, at 12 o'clock Noon,

10-DAY (SATURDAY), the Twenty-First

day of June, 1913, for the purpose of having

an account laid before them for the year ending

15th May, 1913, and of hearing any explanations

that may be given by the Liquidator.

J. HENNESSEY SETH,

Liquidator.

Hongkong, the 14th day of June, 1913. [791]

VICTORIA RECREATION CLUB.

AN

EVENING FETE.

Will be held in the

SWIMMING ENCLOSURE,

10-NIGHT (SATURDAY).

21st JUNE, 1913.

COMMENCING AT 9.15 P.M.

String Band of the D.C.L.I. in Attendance.

ADMISSION 50 CENTS.

(Members Free).

F. LAMBERT,

Hon. Secretary.

Hongkong, 20th June, 1913. [806]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

THE TRANSFER BOOKS of the above

Company will be CLOSED as from the

18th inst. to the 8th July, 1913, both days

inclusive.

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, 18th June, 1913. [805]

WEI HAI WEI SCHOOL.

AN

ENGLISH SCHOOL in British

Territory favoured with a "Magnificent

Climate." Preparation by Experienced and

Qualified Teachers for Entrance to Schools in

England, or for Commercial Life in the East.

New School House by the sea. Recreations—

Sea Bathing, Boating, Cricket, Football, etc.

For terms apply to the Headmaster,

HERBERT L. BEER, L.C.F.

1085

MASSAGE.

SKILLFUL. Safety in the General or

Electric.

MISS MORITA,

Care of NORTON HOTEL,

15, 16 and 17, Connaught Road

Opposite Blake Pier. [652]

Hongkong, 8th May, 1913.

FOR SALE.

A UXETOPHONE by the GRAMOPHONE

Co., Limited, complete with 100 Records

of which 70 are practically new. This Gramo-

phone Works by an Electric Motor. It was

bought in May, 1911, and is in good condition.

Originally cost £100.

Apply to—

ADJUTANT,

126th, Baluchistan Infantry, Kowloon.

Kowloon, 26th April, 1913. [613]

FOR SALE.

NO. 199, WANCHAI ROAD, ON INLAND

LOTS No. 742 and 743.

Apply—

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.,

Hongkong, 7th June, 1913. [753]

HONGKONG SHORTHAND

AND TYPEWRITING

BUREAU.

REPORTING of any Description Under

taken by Competent and Reliable Note-

keepers.

Correspondence and Tabulated Work turned

out with Accuracy and despatch.

Contests arranged. Secretarial duties

undertaken.

H. E. VICTOR,

Manager,

10, Queen's Road Central,

(First Floor).

Telephone No. 650.

Hongkong, 1st June, 1913. [772]

FOR SALE.

GAS COMPRESSOR with ELECTRIC

MOTOR and FITTINGS. WH

increases ordinary lighting power by 25 per cent

without extra cost.

Apply—

MANAGER,

Hongkong Daily Press Office

Hongkong, 19th June, 1913. [805]

LANE, CRAWFORD & Co.

COOL AS A SEA BREEZE

The NEW IDEA and the TRUE IDEA in Summer Underwear as exemplified by

LOOSE FITTING

B. V. D.

COAT OUT UNDERSHIRTS

AND

KNEE LENGTH DRAWERS.

\$2.50 and \$5.00 per Suit.

SLEEPING SUITS

SHORT SLEEVES. KNEE LENGTH.

\$3.00 and \$4.75 per Suit.

AERTEX

CELLULAR CLOTHING

DAY SHIRTS. TENNIS SHIRTS.

SOFT THROUGHOUT. WITH COLLAR AND POCKET.

LANE, CRAWFORD & CO.

YOST

TYPEWRITERS

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants,

Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and

Accountants.

Special Monthly Terms if desired.

MacEWEN, FRICKEL & Co.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

4, DES VEAUX ROAD, HONGKONG. SHAMSHUN, CANTON. [392-1]

LOCATION:—CAUSEWAY BAY

HIPPODROME CIRCUS.

MATINEE—TO-DAY (SATURDAY), AT 4 P.M. SHARP.

AGAIN

TO-NIGHT! at 9.15 p.m. TO-NIGHT!

AND EVERY EVENING!

OUR THIRD PROGRAMME!

MONDAY NIGHT, JUNE 23RD,

PRESENTATION NIGHT!

When Mr. K. BYSACK will present the Winner of the 3-Lengths Swimming

Contest at the V.R.C. Sports with a HANDSOME TROPHY.

FOR FULL PARTICULARS SEE OUR HAND-BILLS DAILY.

Special Late Tram after each Performance.

Box Plan at ROBINSON PIANO CO., LTD.

COL. BOB LOVE, Touring Manager. [778]

Hongkong, 21st June, 1913.

TO LET

TO LET.

ON 2ND FLOOR, No. 2, PRINCE STREET

ONE-ROOMED OFFICE.

Apply Property Office,

JARDINE, MATHESON & Co., Ltd.,

Hongkong, 23rd May, 1913. [666]

TO LET.

(From 1st July, 1913.)

NO. 2, MOUNTAIN VIEW, THE PEAK.

Apply—

LINSTEAD & DAVIS,

Hongkong, 10th June, 1913. [780]

TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS

with Two Bathrooms, Pantry, Kitchen

and Servants' Quarters. Bathrooms fitted with

English Baths. Kitchen has English Cooking

Range and Hot Water Boiler. Electric Light

throughout. Immediate Possession.

NEW FIVE-ROOMED TERRACE

HOUSES with Tennis Courts. Ready for

occupation about 1st May.

Apply to

HUMPHREYS ESTATE & FINANCE

Co., Ltd.,

Alexandra Buildings

Hongkong, 12th May, 1913. [663]

TO LET

TO LET.

THE Premises presently occupied by D.

CHELLARAM, No. 56, QUEEN'S ROAD

CENTRAL, as Silk Store. Also a ROOM on

First Floor above the Store, jointly or separately.

For particulars apply—

D. CHELLARAM,

56, Queen's Road Central.

Hongkong, 12th June, 1913. [789]

TO LET.

"BREEZY VILLA," No. 2, Park Road

Court. Commands splendid View of Harbour.

For Rent, etc., please apply to—

YAP HOK LING,

No. 4, Ripon Terrace.



**NAPIER
JOHNSTONE'S**

"SQUARE BOTTLE"

WHISKY.

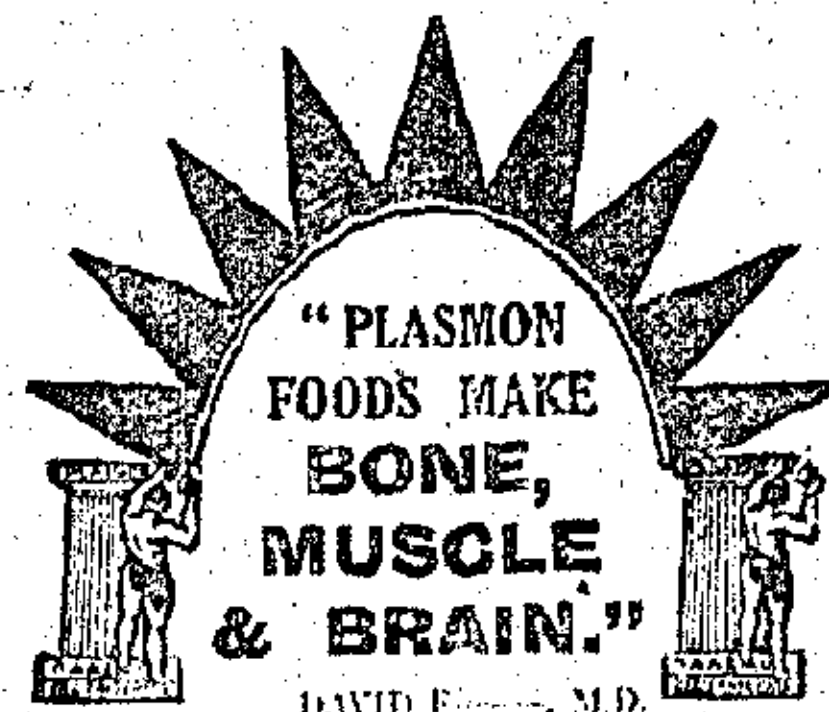
UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

[74]



ANALYSIS PROVES THAT

**PLASMONE
COCOA**

is in itself a Complete Food and
Delicious Beverage, **ten times more
nutritious** than ordinary Cocoa.



**LUTETIAN
CREAM**



Everyone who's
anyone uses it for
Brown footwear,
leggings, and the like.

Brown leather never had
such a friend as Lutetian
Cream. Nothing else makes
it look so well, keeps it in
such perfection of condition,
or adds so genuinely to its life.

Light or Dark
Light, for the ordinary tan shade.
Dark, for deep, rich, full shade.
These who prefer a paste should get
MELTONIAN PASTE
Black or Brown—equally good.
Sold by Bootmakers, Store, etc.
Manufactured by
P. ROWLAND & SON, LTD.
Cavendish Street,
London.

508-5

**Famished
Hair Cells**

Hair-failure is due to starved roots and cells.
All the legion of hair troubles vanish if you
stick to the root. It is the same in every
—you may go right to the heart of the trouble.
What the grey, languishing, dropping hairs

call for

is an adequate food—a real nutrient.
ROWLAND'S MACASSAR OIL gives an
immediate new vitality to the feeble roots and
the "feeding" cells beneath them. It produces
a soft, silky sheen and texture; a full, luxuriant
growth, radiating a true natural brilliancy.
Solely prepared with Oil of Rose. Supplied
in Gold Tins for fair hair.

**ROWLAND'S
Macassar Oil!**

is sold by Stores, Chemists, and
**ROWLANDS, 67, HATTON GARDEN,
London.**

Avoid cheap imitations with the same
or similar name.

**SAVARESS'S
SANTAL
CAPSULES**

Most Certain Cure.
Physicians recommend them.
Of all Chemists.

**SIR EDWARD GREY ON CHINA
QUESTIONS.**

A PARLIAMENTARY DISCUSSION.

The report of the proceedings in the
House of Commons on the 20th ult. con-
tains the following:—

Mr. NORMAN CRAIG (Kent, Thanet,
Opp.) asked if further information could
not be given to enable members of that
House to form an opinion as to the sound-
ness or otherwise of British policy in
China, in regard to finance. What justi-
fication had the Government for seeing
China bound to a six-Power group? China
was not consulted as to the enlarge-
ment of the group from four Powers to
six, and neither of the two new Powers—
Russia and Japan—had money to lend,
whilst both had political interests in
regard to China.

Mr. KING said that the policy of the
Government towards China had placed
that country in the hands of second-rate
financiers, who said to the Chinese: "We
will find you £3,000,000 if you will give
us an order to the value of £1,500,000 out
of this loan."

COLONEL YATE (Melton, Opp.) expressed
the hope that in the interests of India the
Republic of China would not be re-
cognized until outstanding questions con-
nected with Tibet had been settled.

Mr. STEWART (Cheshire, Warral, Opp.)
continued the debate.

Sir E. GREY.—I just want to answer a
few of the points made in this debate. I
do not propose to deal with everything
raised, because I think the Committee
will realize that if I or the Under-Secretary
representing the Foreign Office were
to deal with every question raised in the
course of the evening it would occupy so
much time that the proper object of the
debate, that the House should express its
opinion on different questions, would be
defeated.

THE CHINESE LOAN.

I must say something on the Chinese
loan. One of the strongest criticisms
brought to bear on the group is that
Russia and Japan were included. As
regards the attitude of the Chinese
Government about that, an answer was
given to the House on May 17 last ap-
proving of the proposed extension of the
old Consortium, and it has never been
questioned. It seems to me that to com-
plain of the entry of Russia and Japan is
entirely to miss the point. It does not
matter to China of whom the group
consists. What matters to China is the
terms. It has been continually repre-
sented that because Russia and Japan
were in the group political terms would
be imposed to establish the interests of
Russia and Japan. Nothing of that kind
has happened. Conditions of that kind
never would have been admitted by the
other members of the group. The loan
now made contains no political conditions
of the sort apprehended, and the real
object of broadening the group was that
China in the delicate state it was in,
having just passed through a time of
revolution, it was most undesirable that
there should be political contention and
competition among the different nations
represented at Peking; and it was to the
interest of China itself that those nations
should agree to work together, and that
none of them should endeavour, so far as
the loan was concerned, to exploit against
each other the difficult situation in China,
which they might otherwise have done.
I do not regard monopolies as desirable
institutions at all, but, with regard to
this particular loan, remember that the
Hongkong and Shanghai Bank were not
the only representatives of the British
group. Other substantial financial houses
have been taken into the British group.

THE ALTERNATIVE COURSES.

What would have been the alternative,
with regard to the organization loan, to
an agreement amongst the Powers? Suppose
there had been no Consortium. No
international agreement, you would
have had a scramble between financiers of
different nationalities to exploit the
situation in China. (Hear, hear.) The
result of that would have been improvi-
dent borrowing on the part of China, no
security that the money borrowed would
have been spent in a way which was not
wasteful, in a way which was really re-
munerative to China itself, and no proper
arrangement made in the loans that the
securities on which the loans were made
would not disappear. We have had
examples before, especially in Oriental
countries, when they have been passing
through revolutions, of what improvident
borrowing has led to. It has led to
panics. The alternative to the policy of
consortium was a policy which would have
led to improvident borrowing on all sorts
of terms, satisfactory neither to China nor,
in the long run, to the lenders, and the
result would have been certainly not a
strong China.

The Committee may realize some of the
difficulties if they remember that a year
ago we were being very much criticized for
having given our support to this inter-
national Consortium instead of allowing
loans like the Crisp loan to be made,
which we could not prevent ourselves, but
standing aside and allowing these loans
to be freely made. The argument then
was that China should get whatever she
wanted wherever she liked and that we
ought to stand aside. Now the criticism
was whether China ought to have had any
money at all. We have tried to steer
between those two courses, and to secure,
first, that there should not be that very
undesirable political competition between
the Powers, exploiting the position of
China for their own advantage, and, in
the next place, that whatever loan was
made, so far as we could secure that it
should be made on terms that would
ensure that the money should be spent in
a way remunerative to China herself, and
that the security which was allotted to it
should be administered on such terms as
would preserve the security. Those are
really the two alternative courses that
might have been pursued, and I still think
that the course we have pursued, and that
has resulted in the present loan being
made is, as far as the present time and
circumstances are concerned, the best of
those two alternative courses, the other
course being to stand aside and let the
scramble take place.

**W.M. POWELL,
LTD.**

TELEPHONE 345.

ELLWOOD'S

PATENT AIR CHAMBER HELMETS

LATEST SHAPE NO. 105.

WITH PUGGAREE **\$10.00** SPECIAL PRICE

OBTAINABLE FROM

W.M. POWELL, LTD.

TIBET AND CHINESE RECOGNITION.

With regard to the recognition of
China, I have been urged by one hon.
member to recognize the Republic im-
mediately and independently of whatever
other Powers might do, and, on the other
hand, I have been urged by the hon. and
gallant member to defer recognition until
we have an agreement about Tibet, which
might involve our being the last Power
of all to recognize and being left in the
position of being the only Power which
had not recognized the Chinese Republic.
It is very desirable that there should be a
satisfactory agreement with China about
Tibet, and it is very undesirable, when
other Powers are recognizing, that we
should not act with them. What we pro-
pose is to act with the other Powers and
recognize as soon as we are all agreed
without attaching special conditions for
ourselves but on the same general terms
of recognition of Treaty rights for which
other Powers have also stipulated. That
does not prevent our negotiating with
China with regard to Tibet. The Chinese
policy in Tibet which she pursued im-
mediately after the revolution was a very
unwise policy. We were not doing any-
thing to disturb Tibet. So far as China was
concerned, she could have relied upon it
that Tibet would remain exactly as she
was, undisturbed by us, as we were
pursuing no forward policy. China had
a revolution at home. Her first object
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Seven Days' Free Help which will Restore your Hair to Health.

When your hair becomes weak it puts out signals of distress. These signals mean that it wants strengthening nourishment and regular daily exercise.

Every living thing wants food and exercise to keep healthy—why not your hair also? Your hair wants these two essential things as much as everything else. It wants them every day. Unless it gets them it cannot keep healthy and strong. If you neglect to give your hair this daily nourishment and exercise it turns grey, loses its lustre and beauty, becomes scurfy and falls out.

Here are the signals of hair distress. Take heed of them if you intend to keep your hair healthy and luxuriant, and your own appearance youthful.

SIGNALS OF APPROACHING BALDNESS.

When your hair splits at the ends—

When it becomes dry and brittle—

When you notice fallen hairs on your pillow in the morning—

When your hair comes out in your brush and comb—

When it becomes infected with dandruff and scurf—

When it loses its lustre and becomes dull and lifeless—

When your scalp itches so that you feel you must scratch it—

When any of these things happen your hair is in danger. They are the hair's signals of distress—

—a "minute gun" which call for help.

And that help is at hand for you and your hair—

—to-day.

Get out the coupon printed at the foot of this article.

Send it to Mr. Edwards, the Royal Hair Specialist.

In return he will forward you a FREE GIFT.

Everything required for restoring your hair to Health and Beauty.

ALL THIS IS FREE TO YOU IF YOU WRITE FOR IT.

A trial Bottle of Harlene for the Hair, the wonderful preparation which combines the qualities of a tonic, a dressing, and a hair food. It is delightful to use. It makes your hair, silken, lustrous, luxuriant, and beautiful.

A Packet of Cremex Shampoo Powder for the Scalp, which cleanses your scalp from scurf, removes irritation, and stimulates the hair roots.

A copy of the famous "Harlene Hair Drill" Manual, containing Mr. Edwards' secret rules for banishing baldness and growing luxuriant hair.

All the above is yours free. It will prove to you the wonderful way in which two minutes' daily "hair-drill" benefits your hair. It should be practised daily by every man, woman, and child in the country.

Harlene and Cremex, of all Chemists and sent direct on receipt of P.O. money order.

To the EDWARDS' HARLENE CO., 104, High Holborn, London, W.C., England.

Dear Sir:—Please send me a free "Harlene Hair Drill" Manual to make and keep my hair beautiful and healthy.

NAME.....

ADDRESS.....

Enclose 12 cents in stamps to pay carriage.

Hong Kong Dy. Press

THE SHIPBUILDING OUTLOOK IN GREAT BRITAIN.

NEW ORDERS COMING FORWARD SLOWLY.

Beyond the fear of a great strike—and it is a fear by no means remote or unjustified—there is nothing in the shipbuilding outlook to engender pessimism, remarks a London paper. There are still good inquiries circulating for oil carriers and passenger liners, and there is, to say the least, as much new work offering as the yards require.

While on the one hand, sufficient oil boats cannot be placed to satisfy the demand, it is significant that the Pacific Steam Navigation Company have decided to postpone building their two new liners, owing to the high prices quoted and the difficulty in securing reasonable delivery. The C.P.R., however, have just succeeded in placing on the Clyde two auxiliary steamers of 3750 tons in length, and are now considering tenders for two magnificent high-speed Atlantic passenger vessels.

While work of this class cannot very well wait indefinitely—and the same, of course, must be said of Naval work—it is, nevertheless, true that the inquiry for cargo steamers is sensibly falling off, partly owing to high prices and distant delivery, and partly to the decline in freights. Few tramp steamer owners, indeed, are bold enough to order additional vessels just now, but we have little doubt that when prices come down and early delivery can be guaranteed the inquiry for these vessels will revive, for there has certainly been no overbuilding of late, and the available supply of tonnage is not excessive, considering the big trade developments which are afoot.

That there is work enough on hand in the shipyards for months to come may be inferred from the North of England Steel Plate Makers' Association, which, at a meeting a few days ago to consider prices in relation to the trade situation, decided to make no change in the official quotations at present. Steel ship plates, therefore, are to remain at their existing high price of 28/6, a ton for some time longer, until probably the contracts on hand begin to be worked off and new orders are required. These latter are, admittedly, now coming in slowly, says the *Shipping World*, and this is perhaps the first indication of the slackening times which are to follow the present boom.

REUTER'S TELEGRAM COMPANY (LIMITED).

PROPOSED NEW BANK.

The 40th ordinary general meeting of the shareholders of Reuter's Telegram Company (Limited) was held last month at Winchester House, Old Broad-street, the Hon. Mark F. Napier presiding.

The Secretary (Mr. W. E. Bradshaw) having read the notice convening the meeting and the auditors' report.

The Chairman, in moving the adoption of the report and accounts, stated—referring to the news branch of the company's business—that, owing to the amalgamation of two morning papers, they had lost a subscription of a substantial amount.

The directors sincerely trusted that the company might be spared similar losses, for otherwise they would be compelled to ask their supporters to increase their subscriptions, failing which they would have to curtail their service.

The most important matter they had had to deal with was the Balkan war, which had not been an easy task, owing to the rigid censorship exercised by the military authorities. Nevertheless, the company had been able to make a satisfactory service on the whole.

The shareholders would not have failed to notice the completed service which the company supplied to the papers regarding the Peace Conference in London in December and January last.

Their greatest success, however, in the department of news was with the account of the attempt on the life of the Viceroy. They were ahead of all competitors with the election of M. Poincaré as President of the French Republic and the deplorable assassination of the King of Greece.

Last year they did very well with their private telegram and telegraphic remittance department. There was nothing but what was favourable to report with regard to the advertising department, and arrangements were in progress for extending that branch of the company's operations.

China continued to engage their attention, and they were greatly indebted to their representatives at Peking and Shanghai. He congratulated the shareholders on the satisfactory figures submitted that day and on the dividend which the directors were able to declare.

It having been represented to the directors by their banking manager that the development of his department was impeded by the name of the company, they had decided to propose the formation of a separate company with a nominal capital of £1,000,000, of which £510,000 would be issued in fully-paid shares to Reuter's Telegram Company.

who would thus retain absolute control of the new bank. (Heard, hear.) The directors did not contemplate any increase of capital for the present.

The Hon. Edmund W. Parker seconded the motion, which was carried unanimously, after the Chairman had replied to a few questions; and resolutions were afterwards passed re-electing the retiring director and auditors, and authorizing the formation of a separate company, under the same board and management, with the name of "Reuter's Bank (Limited)."

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THE BLOOD is the LIFE of the FLESH

Dr. Morse's Indian Root Pills—What they are and what they do. Their Four Principal Ingredients.

It is an established fact that all diseases spring from one source, namely: Impurity of the Blood. Therefore our strength, health, and life depend upon the vital fluid. When the various passages become clogged, and do not act in perfect harmony with the different functions of the body, the blood loses its action, becomes thick, corrupted, and diseased, thus causing pains, sickness, and distress of every kind; our strength is exhausted; and if Nature is not assisted in throwing off the stagnant humours, the blood will become choked and cease to act, and thus our light of life will be extinguished. How important, then, that we should keep the various passages of the body free and open, and if assistance is necessary to have at hand that invaluable remedy, DR. MORSE'S INDIAN ROOT PILLS, manufactured from plants and roots which grow around the mountain cliffs in Nature's garden, for the health and recovery of diseased man.

One of the roots from which these Pills are made is a SUDORIFIC, which opens the pores of the skin, and assists Nature in throwing out the finer parts of the corruption within.

The second is a plant which is an EXPECTORANT that opens and unclogs the passage to the lungs, and thus in a soothing manner performs its duty by throwing off the phlegm and other humours from the lungs by copious spitting.

The third is a DIURETIC, which gives ease and double strength to the Kidneys; thus encouraged, they draw large amounts of impurity from the blood, which is thrown out bountifully by the urinary or water passages, and which could not have been discharged in any other way.

The fourth is a CATHARTIC, and accompanies the other properties of the Pills while engaged in purifying the blood, and the coarser particles of impurity which cannot pass by the other outlets are thus taken up and conveyed off in large quantities by the bowels.

From the foregoing it is shown that Dr. Morse's Indian Root Pills not only enter the stomach, but become united with the blood, for they find the way to every part, and completely root out and cleanse the system from all impurity, and the life of the body, which is the blood becomes perfectly healthy; consequently all sickness and pain are driven from the system, for they cannot remain when the body becomes pure and clean.

Dr. Morse's INDIAN ROOT PILLS are an efficient, reliable, and safe remedy placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-coloured bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.

DR. MORSE'S INDIAN ROOT PILLS FOR THE LIVER

FOR SALE BY WATKINS, LTD., WHOLESALE AND RETAIL AGENTS, AND CHEMISTS AND STORES GENERALLY, AT 60 CENTS PER BOTTLE, OR WILL BE FORWARDED ON RECEIPT OF PRICE BY THE W. H. COMSTOCK CO., LTD., SOLE PROPRIETORS, 21 FARRINGTON AVENUE, LONDON, ENGLAND.

They do not Weaken. They do not Sicken. They do not Grip.

Rest and Comfort for the mother and health for the baby follow the use of the Allenburys' Foods. They resemble healthy human milk in composition, nutritive value and digestibility. Babies fed on the "Allenburys' Foods" invariably thrive well.

The Allenburys' Foods

MILK FOOD No. 1. MILK FOOD No. 2. MALTED FOOD No. 3. The "Allenburys' BUBBLES (Malted)

From birth to 3 months. From 3 to 6 months. From 6 months upwards. From 10 months upwards.

Pamphlet "Infant Feeding and Management" sent free.

Allen & Hanburys Ltd., 8a, Peking Road, Shanghai, S.P.O. Box 125, and London, England.

ENJOY GOOD HEALTH AND SPIRITS BY DRINKING

WOLFE'S Aromatic Schiedam SCHNAPPS

It is not only the most wholesome spirit obtainable as a stimulant for general use; it has a beneficial effect upon the liver, kidneys, and other organs as a pick-me-up, tonic or digestive. Wolfe's Schnapps is always opportune. It is superior in every way to ordinary gin.

Agents:

MacEwen, Frickel & Co.,

Hongkong, Canton, Macao, Siam and Amoy.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS: CALDECK, MACGREGOR & Co., Hongkong.

THE ROYAL INSURANCE CO., LTD., LIVERPOOL.

Messrs. Mellers & Co., the local agents of this Company, have received from the Head Office the following letter:—

"You will no doubt be interested to observe that the Fire Premium Income has further increased to £4,107,508—thus exceeding for the first time in the history of this or any other Company the total of four millions. The total funds now amount to £19,031,200—showing that the security we offer to our clients has been increased in keeping with our extended operations."

A SCOTTISH GRAVEDIGGER ON TETOTALISM.

The temperance reformer was justly proud of having converted the biggest drunkard in a little Scotch town, and induced him—he was the local gravedigger—to get on the platform and spout his experiences. "My friends," he said, "I never, never thought to stand upon this platform with the provost on one side of me and the town clerk on the other side of me. I never thought to tell ye that for a whole month I haven't touched a drop of anything. I've saved enough to buy me a braw oak coffin wi' brass handles and brass nails—and if I'm a tectotaler for another month I shall be wantin' it."

LLOYDS BANK LIMITED.

Subscribed Capital, £26,304,200.

Paid up Capital, £4,208,672. Reserve Fund, £2,900,000.

HEAD OFFICE: 71, LOMBARD STREET, LONDON, E.C.

Deposit and Current Accounts	(31st Dec., 1912)	£33,852,381	3	4
Cash in hand, at call, and at short notice		23,029,468	7	6
Bills of Exchange		9,481,148	0	9
Investments		10,939,332	19	7
Advances and other Securities		50,347,648	1	9

THIS BANK HAS OVER 650 OFFICES IN ENGLAND AND WALES.

Colonial & Foreign Department: 60, Lombard St., London, E.C.

PARIS AUXILIARY: LLOYDS BANK (FRANCE) LIMITED, 19, RUE SCRIBE.

Drink Wisely

MONTERRAT

Lime-Fruit Juice.

I don't care two straws for any but MONTERRAT Lime Juice.

It's a fine healthy, cooling, and refreshing drink, and keeps me fit in the hot weather.

MONTERRAT is sold by all leading Grocers.

A Celebrated Violinist



Nervous Fatigue, Languor—

The power to excel, the confidence which ensures her brilliant successes, says the talented violinist, Miss Sybil Keymer, is entirely due to her abundance of vigorous nerve force created by Phosferine. How greatly the numerous distinctions and triumphant career of this accomplished musician are promoted by the brain energy and physical stamina developed by Phosferine, is evident from Miss Keymer's admission that the tonic "enabled me to do myself justice." This power to excel, this ability to make the most of her skill, depends upon the marvellous control and steadiness of the muscle nerves Phosferine has given her, and to which she owes the entrancing tone and quality of her musical renditions. Naturally, this energizing effect of Phosferine was accompanied by the disappearance of the headaches, listlessness, and fatigue, which were the bane of her public appearances, and it is this happy outcome which impels Miss Keymer to testify to the exceptional advantages to be derived from Phosferine.

Promptly Remedied.

Miss Sybil Keymer, "Riversmere," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am never troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the unsteadiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic at every opportunity."—July 11, 1912.

PHOSFERINE
GREATEST OF ALL TONICS

A PROVEN REMEDY FOR
Solutions: Maternity Weakness, Lassitude, Rheumatism, Indigestion, Premature Decay, Neuritis, Painfulness, Headache, Neuralgia, Menstrual Disorders, Brain Fog, Hysteria.

The Royal Tonic

Phosferine has been supplied by Royal Commands
To the British Royal Family, H.M. the Queen of Spain, H.M. the Dowager Empress of Russia, H.M. the Grand Duchess Olga of Russia, H.M. the Grand Duchess of Hesse, The Imperial Family of China, and the Principal Royalty and Aristocracy throughout the world.
Price in Great Britain: 1/6, 2/6, 4/6. Sold by all Chemists, Stores, &c.
The 2/6 size contains nearly four times the 1/6 size.
PREPARED BY—ASHTON & PARSONS, LTD., LONDON, ENGLAND.

DARLINGTON'S HANDBOOK

"Sir Henry Ponsonby is commended by the Queen to thank Mr. Darlington for a copy of his Handbook."
"Nothing better could be wished for."
"Far superior to ordinary guides."
Daily Chronicle
Visitors to London should use

DARLINGTON'S

LONDON "A brilliant book"—The Times
"Particularly good"—Academy
AND E. T. COOK, M.A.
5s.
24 Maps and Plans
60 Illustrations,
40 Illustrations,
10 Maps 5s.

DEVON AND CORNWALL

80 Illustrations,
12 Maps, 5s.
Visitors to Brighton, Eastbourne, Hastings, Bournemouth, Wye Valley, Severn Valley, Bath, Weston-super-mare, Malvern, Hereford, Worcester, Gloucester, Epsom, Windsor, Llangollen, Aberystwyth, Towy, Barnmouth, Dolgelly, Harlech, Criccieth, Pwllheli, Llandudno, Rhyl, Bettws-y-coed, Llle of Wight and Channel Islands should use DARLINGTON'S HANDBOOKS. It is each a Handbook to the leading Hotels throughout the World.

LLANGOLLEN: DARLINGTON & CO., LONDON: SIMPKIN & CO.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for

PRIVATE RESIDENTS AT THE OUTPOSTS,
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated
THE CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance,
\$12 per annum. Postage
\$2 to any part of
the World.

STORIES OF LATE KING
EDWARD.

BY HIS MOTOR ENGINEER.

Many new and entertaining stories of King Edward, narrated with a refreshing naïveté rare in books of reminiscences, are told in Mr. C. V. Stamper's book, "What I Know." For five years Mr. Stamper occupied the highly responsible position of His Majesty's motor expert and engineer, and in that capacity he always accompanied the car which the King occupied, sitting by the side of the chauffeur and directing him. There being, however, no room for a footman, Mr. Stamper attended upon His Majesty, and for this reason performed duties which had nothing to do with motoring. Mr. Stamper is careful to explain that the way the King received his services as footman made all the difference. "Mine he accepted. Those of a footman he took."

The gem of the book is a delightful story of an incident that took place at Biarritz. Once when the author was about to bring the car round to the hotel at Biarritz he received a private message from the Sergeant-footman advising him on no account to come too close to His Majesty's person. "Greatly surprised," asked what he meant, when he reminded me that my lunch that day had consisted largely of steak and onions. "I was not the only one who had partaken of that succulent dish," and guessing that the allusions to the properties of the onions had already caused trouble that afternoon, I was careful to take the advice, and while I was out with the car, to keep as far from His Majesty as I possibly could. Afterwards I heard what had happened. It appeared that after lunch His Majesty had wanted to see the Postmaster and the Conjuror. Calling the Sergeant-footman, the King was proceeding to tell him to summon them before him, when he stopped short and looked at the man.

"Hawkins, you've been eating onions?"
"No, your Majesty."
"Yes, you have. I'm sure you have. Send Mr. Hiley here at once. And Mr. Fehr."

"The Sergeant-footman" withdrew, and presently the Postmaster was announced. "Hiley, you've been eating onions," cried the King.

"No, your Majesty," said the Postmaster, instinctively recoiling.
"Yes, you have. It's disgusting!"
For the rest of the interview the unfortunate Postmaster kept his distance. The Conjuror entered the room. He approached very warily, but His Majesty's sense of smell was keen, and all Mr. Fehr's efforts to suppress the facts of the case were unavailing. The King looked up sharply and sat back in his chair.

"I'm damned if you haven't been eating onions, too."
"I'm afraid, perhaps the chef must have put some in the soup, your Majesty."

"Tell the chef he's not to put onions in the soup."
"Yes, your Majesty."
"I won't have my servants eating onions. It's disgusting."

THE KING'S MOTOR HORSE.

Another great story concerns the Kaiser's four-ky hugh motor-horn. The Kaiser was so proud of it that he issued an edict that no such horn should be used in Germany by anyone else. "By the way, Stamper," said King Edward, "you must get me a horn like the Kaiser's. The Great Stamper got one and as there was no bull on it he blew it like a cornet."

"Many a time I have heard His Majesty cry, 'Blew your horn, Stamper,' and once when there was a keen head wind and the window behind me was shut, he tapped on the window, and I looked round to see the King, his cheeks distended and fingers in a line with his mouth, winding an imaginary call upon a phantom bugle. In spite of myself I smiled, and His Majesty burst out laughing. When Stamper blew his horn the police at the garden gate of Buckingham Palace would always hear it in time to stop the traffic and open the doors. At Balmoral he always used it as they were crossing over the Bridge of Dee, and the sound would travel till those in the castle heard it and knew the King was coming. Oh, admirable Stamper!"

The King always had four cars in regular use, and used one of them practically every day wherever he might be. During the last two years of his life the days on which he did not go out, if only for a short run, were fewer than ever. Rain never kept him indoors, nor even snow. His Majesty liked to be driven at a good pace, and was always very strict on time. As he would never allow for any trouble or any of the ills to which cars were more liable half a dozen years ago than they are now, he was sometimes delayed on his journeys. But as the Royal cars are not subject to the speed limit, it was generally possible to make up for time lost by a mishap of this kind. The distance from London to Newmarket, over seventy miles, seldom took more than two hours and a quarter. The King always enjoyed this drive, and many a time when it had been done without a stop would exclaim, as he got out of the car, "Fine run, Stamper. Fine run."

TOOK THE WRONG TURNING.

Mr. Stamper has the satisfaction of recording that no mishap which was due to reckless driving took place while he was in the Royal service. When things went wrong it was always from other causes. For instance, when piloting the Royal car from Weimar to Karlsbad Mr. Stamper missed his course, got into a road which became steeper at every mile, and which ended in an almost forsaken and extremely forbidding village.

His Majesty was simply furious.
"I said you'd land me in a farmyard," he cried. "I said you would."

I jumped down to find the man I had seen looking out of a window. I was gone two or three minutes, and this made His Majesty more angry than ever. He must

have noticed the man when I did, for while I was away he cried to the chauffeur.

"Where has the fool gone! He thinks he can speak German, but he can't speak a word. Why doesn't he bring the man to me? Go and fetch him." "I daren't leave the car, your Majesty," said the chauffeur, for it was standing at a nasty angle on the crest of the hill.

"Never mind the car. Go and fetch him, I tell you."

"I daren't, your Majesty. It's not safe."

"Do you refuse to do as I tell you?" roared the King.

"Yes, your Majesty. I daren't leave the car."

At that moment the King caught sight of Superintendent Quinn, who had been following us in another car with one of the chiefs of the Austrian police, standing behind the empty waggon, and I returned, to hear him crying:

"What's the use of hiding behind that car there? Why don't you come out and help?"

Then he saw me coming.
"You're always going wrong," he thundered. "You're always going wrong. Everybody else can get to Karlsbad in fifty minutes, but I—I can't get there under two hours."

King Edward, we are told, was "often quick tempered, though his anger had gone—passed but gone—almost before it was there, and he was never unreasonable, but always ready to hear an explanation." Innumerable examples are given of his good nature. He thoroughly enjoyed his popularity. Once when he went to Kempton Park, where he was greeted with tremendous cheering, a man in the crowd called out, "What ho, Teddy! Come down to see us again! Good old sport! What have you done with the Ascot Cup?" This was just after the disappearance of that trophy, and no one could have laughed more heartily than the King did at the soft impeachment. Perhaps the narrowest escape mentioned by Mr. Stamper was one that occurred near Midhurst, when at the beginning of a long and steep descent the two footbrakes and the hand-brake went wrong. Luckily before the car got out of control it was possible to swing round a corner into safety. "No one ever knew," says the author, "what the chauffeur and I went through on that hill."

READY TO ADMIT AN ERROR.

King Edward was always ready to admit when he was in the wrong. When motoring near Sandringham he told the chauffeur to turn to the left. Mr. Stamper said it was the next turning they ought to take, but the order was repeated so emphatically that it had to be obeyed. A few hundred yards brought the car to a *cul-de-sac*. "You're right, Stamper," cried the King; "I'm a d—

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BOVRIL

by virtue of its body-
building power fortifies
the system against the
attacks of illness.

By Appointment to



His Majesty the King.

JOHNNIE WALKER

There's always a pleasant ring about Johnnie Walker. Quality by unbroken family management since 1820. In three guaranties:

- JOHNNIE WALKER White Label. Over 65 years old.
- JOHNNIE WALKER Red Label. Over 50 years old.
- JOHNNIE WALKER Black Label. Over 12 years old.

To be obtained from:
THE HANKOW DISPENSARY, 11, L. KAMP & CO. Shanghai.
FARMIN COOPER & CO. Tientsin.
SIEMSEN & CO. Canton and Hong Kong.
JOHN WALKER & SONS, LTD., Scotch Whisky Distillers, GLASGOW, SCOTLAND.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power. It is a powerful tonic, and a most effective remedy for all cases of nervous debility, general debility, premature decay, low spirits, mental and bodily prostration, want of confidence, general debility, restlessness, nervousness, irritability of temper, female complaints, hysteria, backache, bending, nervous exhaustion, loss of vitality, nervousness, and all other ailments of the nervous system. It is a most powerful tonic, and a most effective remedy for all cases of nervous debility, general debility, premature decay, low spirits, mental and bodily prostration, want of confidence, general debility, restlessness, nervousness, irritability of temper, female complaints, hysteria, backache, bending, nervous exhaustion, loss of vitality, nervousness, and all other ailments of the nervous system.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties be equalled in all cases of poor blood, impurity, or other imperfections of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, wherever it is, and whatever form it may take; removing all blotches, pimples, scurf, eczema, eruptions, and all other skin diseases; restoring the system to its normal state, and giving it a new lease of life. It is a most powerful tonic, and a most effective remedy for all cases of nervous debility, general debility, premature decay, low spirits, mental and bodily prostration, want of confidence, general debility, restlessness, nervousness, irritability of temper, female complaints, hysteria, backache, bending, nervous exhaustion, loss of vitality, nervousness, and all other ailments of the nervous system.

VETARZO REMEDIES ARE SOLD BY BOOT'S' CASH CHEMISTS.

net earnings of the Company. The contract for street lighting in the city of Manila will shortly expire. Negotiations are now in progress for a renewal. Recent dividends paid by this Company have been as follows:—1908, 3 per cent.; 1907, 3 per cent.; 1906, 4 per cent.; 1905, 4 per cent.; 1904, 4 per cent.; 1903, 4 per cent.; and 1902, 7 per cent.

THAROD'S CURE FOR ASTHMA

Over 30 years ago the late Lord Beaconsfield was cured of his asthma by Tharod's Cure. It is a most powerful tonic, and a most effective remedy for all cases of nervous debility, general debility, premature decay, low spirits, mental and bodily prostration, want of confidence, general debility, restlessness, nervousness, irritability of temper, female complaints, hysteria, backache, bending, nervous exhaustion, loss of vitality, nervousness, and all other ailments of the nervous system.

KEATING'S WORM TABLETS

A purely vegetable sweetmeat. Keating's Worm Tablets furnish a most effective remedy for intestinal worms, and are especially adapted for children. It is a most powerful tonic, and a most effective remedy for all cases of nervous debility, general debility, premature decay, low spirits, mental and bodily prostration, want of confidence, general debility, restlessness, nervousness, irritability of temper, female complaints, hysteria, backache, bending, nervous exhaustion, loss of vitality, nervousness, and all other ailments of the nervous system.

Beetham's La-rola

Makes the Skin as Soft as Velvet, and keeps it Soft, Smooth, and White all the year round. Removes and prevents Roughness, Redness, Irritation, Tan, etc. COOLING AND REFRESHING DURING THE SUMMER HEAT.

KEYMER, SON & CO.
Importers: Regent, Whitehall, London.
Telegrams: "Keymer, London."

London Selling Agents

FINE INDIGO
FIBRES
DYES
OILSEEDS
HIDES & SKINS
RUBBER, DRUGS
COTTON WOOL
ORES, MICA
GUMS, AND
GENERAL
PRODUCE

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY TO DECEMBER, 1912. With Index. Price \$750.
On Sale at the "HONGKONG DAILY PRESS".
Hongkong, 10th March, 1913.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE "HANSA" Steamship

"GOLDENFELLS."
Captain Dieckhoffen having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be received on notice to the contrary by Teo-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 21st inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex ss. "Agnes" from Norrköping

Ex ss. "Norge" from Göteborg

Ex ss. "Trelleborg" from Åbo

Ex ss. "Jelo" from Drammen

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 16th June, 1913. [200]

S.S. "ATLANTIQUE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex ss. "Sidon" and "Basque," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 23rd inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 26th inst., or they will not be recognized.

All damaged packages will be examined on the 23rd inst. at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 16th June, 1913. [2]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS"

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 18th June, 1913. [304]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DEVANHA."

Arrived Hongkong on 18th June, 1913, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be received on notice to the contrary by Teo-day.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 19th June, 1913. [7]

香港中外新報

CRUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best Advertising medium among the

Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

THE CLOUD OVER THE PACIFIC.

The *Pull-Mott Gazette*, in a leading article, says:—

The argument which has lately developed between the United States and Japan is a matter of which it is worth while to watch the development. The politics of the last-named country are not well understood over here, and it is therefore, easy to make a mistake concerning the attitude of the Japanese nation towards the refusal of the right of citizenship to their fellow countrymen and the attitude of the Federal Government in reply to Japanese remonstrances. But it is quite clear, and it is well pointed out in an article by Sir Valentine Chirol in the *Times*, that the Japanese are not at all disposed to submit to the erection of a racial bar which relegates them to the category of the inferior races. On the other hand, the Californians are at one with the inhabitants of Western Canada, of Australia, and of New Zealand in declaring that, come what may, they will not permit the permanent entry of the Yellow Man into the White Man's possessions.

Thus there has arisen out of the Pacific a cloud, no bigger at present than a man's hand. It is folly to minimise the gravity of the situation; it is perilous to cherish the belief that Japan will not or cannot live on the United States and would have no chance of victory, if she did. Inferior, on paper, in naval power, the Japanese have much the best of the strategic conditions, and have unbounded confidence in themselves. They could be in the Philippines and even in Hawaii long before the fleet of the United States could accomplish the voyage round the Horn and give them battle.

Japan is already many thousands of miles from the United States, and the American fleet, if called upon to fight on the other side of the Pacific, or even two thousand miles from its base, of Honolulu, would be at a deadly disadvantage.

With the opening of the Panama Canal, matters will change to the detriment of Japan. The situation is not widely different from that which arose in the autumn of 1903. The Japanese waited until the last moment, when the Russian fleet at Port Arthur was equal in number to their own, and threw down the gauntlet to their gigantic foe when further reinforcements which threatened to turn the scale against them were despatched.

If the Japanese are determined to assert their right to an equal footing in the family of nations, or if they aspire to the mastery of the Pacific, it is not impossible that they may desire to bring on what is widely regarded as an inevitable struggle before the circumstances change to their disadvantage.

We know that President Woodrow Wilson and Mr. Bryan will do all that men who love peace sincerely can do to find a *modus vivendi*. But they are confronted by an elemental fact which may prove too strong for them. It is a matter of the gravest import for the British Empire. Should matters come to the decision of the sword, the United States will be the champion of the right of the White Man in the eyes of our fellow-subjects in Canada and Australasia, while the Mother Country is bound by treaty to Japan. Moreover, if the Japanese should assert their claim successfully, the Empire may any day find itself confronted by a precisely similar difficulty.

The Australians would undoubtedly reject any claim of the Japanese to settle in the Northern Territory; representations would be made to the Imperial Government, and that Government would have to reply. Mr. Bryan has replied, that it had no power to interfere. We do not suggest the likelihood of our trusty ally taking such a course, any more than we suggest that a desperate crisis has yet been reached over the Californian question. But we do think it is desirable that the public over here should direct its attention to the very grave issues presented.

THE LOTTERY LAW AT SINGAPORE.

NEWSPAPERS AND CANTON PREMIUM BONDS.

Three Chinese newspaper owners were summoned in the senior magistrate's court at Singapore recently, Mr. Savi, A.B.E., prosecuting them for having published results of Chinese lotteries, one in particular being mentioned, known as the Public Debt Bonds of Canton, regarding which a notice had been issued by the Chinese Secretariat, and had also been published in the local Press to the effect that this particular lottery was illegal.

The three Chinese newspapers charged were:—*The Nam Kew Poo*, the *Cheng Nam Jit Poo* and the *Union Times*. Mr. Savi said this was a serious offence, punishable with a fine of \$3,000; the magistrate remarking "or twelve months imprisonment."

Mr. Zehnder appeared for the defence of the *Nam Kew Poo*. His client pleaded guilty to having published, or rather, as he put it, "reproduced" from a Chinese paper, a notice regarding the lottery in question, but they had no idea that in so doing they were acting in an illegal manner. He therefore begged the court, on behalf of his client, to deal with him in as lenient a manner as possible.

The Magistrate said it was a very serious offence. Surely all the accused in question were perfectly well aware that the Government were doing their utmost to suppress all sorts of gambling, and yet the accused went and published news concerning a lottery; they would each be fined \$100 and costs.—*Singapore Free Press*.

THE "HALF-SPEED" MAN AND WOMAN.

WHAT IT MEANS WHEN YOU FEEL "BELOW PAR."

HOW DR. WILLIAMS' PINK PILLS, THE FAMOUS HOME REMEDY, RE-VITALISE YOUR FAULTY BLOOD AND SICK NERVES.

You must know what it means to feel "Below Par." Most people do, especially those who live "out East." Your nerves feel out of order. You become irritable, languid and depressed. You have an aching head; your brain feels foggy. Your appetite is bad and your digestion weak.

With some people this condition of "Below Par" comes and goes; with others it is chronic; they can't shake it off. It interferes with business, spoils recreation and robs life of all its joys. These men and women are only able to live and work at "half-speed." Their energy and nerve power have evaporated; they cannot work for long without breaking down—indeed, they are always "breaking down."

Major Fraser King, who after a distinguished military career has gained considerable reputation as an Army tutor and author of military educational books, writes from 25, Forham Road, West Kensington, London:—"For years I could always expect a return of my old ailments, Ague, Dysentery and Indigestion, which I contracted in India. Two years ago after glancing over an interesting article in the Press concerning Dr. Williams' Pink Pills I bought a supply of these Pills. There was an appreciable improvement in my appetite after taking the contents of one bottle, and after taking the pills regularly for a time I felt ten years younger. Now Indigestion never troubles me. I am quite free from nervous headaches, and my liver is in sound condition. As for the Ague, that has departed and even variable weather does not excite it. After a long day's tuition I spend hours every evening writing my latest book—in this I find relaxation. If ever I feel the effects of overwork a short course of Dr. Williams' Pink Pills braces me up fit for duty again."

A FREE BOOK.

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DR. WILLIAMS' PINK PILLS.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. C. Cochrane, Weihaiwei.

Atlas, admiral's tug, 615 tons, 1,400 i.h.p., Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Pritchard, en route to Shanghai.

Eriton, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darvall, Hongkong.

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Clouet, water tank and tug, 390 tons, i.h.p., 340, Master W. Smith, Hongkong.

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Fama, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. Wilkinson, Hongkong.

Flora, 4,360 tons, 9,000 f.d., 12 guns, Capt. Charles F. Charles F. Corbett, M.V.O., en route to Weihaiwei.

Hamshire, 10, 850 tons, 21,000 f.d., 14 guns, Captain Marcus Rowley Hill, Weihaiwei.

Kinsha, 616 tons, i.h.p., 1,200, Lt. Comdr. H. Marryat, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. G. Pace, Labuan.

Witout, armoured cruiser (flagship), Vice-Admiral T. H. Jerningham, C.B., i.h.p. 27,000, Capt. B. Kiddall, Weihaiwei.

Memouth, armoured cruiser, 2,800 tons, i.h.p., 22,000, Capt. B. H. F. Bartlett, M.V.O., Yokohama.

Morehen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. Allen Dixon, Canton.

Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 f.d., Captain George P. B. Hunt, D.S.O., Shanghai.

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"Lack of energy" is as much a form of ill-health as Rheumatism or Indigestion. It is due to nerve-weakness. And nerve-weakness is caused by Blood-Poverty.

You can begin to improve your condition to-day by starting Dr. Williams' Pink Pills. Obtain them at once, for they cure by the most direct and natural (and, therefore, the most successful) of methods. Dr. Williams' Pink Pills strengthen the stomach so that food is properly assimilated. Thus your system is supplied with the nourishment it requires. They banish Dyspepsia and Anemia, enrich and purify the blood, and thus strengthen the nerves.

HERE IS CONVINCING EVIDENCE.

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CHURCH SERVICES.

St. John's Cathedral, Hongkong. 22nd June, 1913, 5th Sunday after Trinity. Holy Communion (9.15 a.m.). Matins (11 a.m.). Responses, Psalms, Venite, Gradual, Epistle, Gospel, Te Deum, Hymns, Russell, and Stainer. Benediction (1.15 p.m.). Hymns, 273, 174, and 215. Erosion (6.45 p.m.). (Full Choir). Responses, Psalms, and Nunc Dimittis. Matins in G; Anthem, "The Radiant Morn."—Woodward. Hymns, 166, and 31. Sevenfold Amen. N.B.—Psalms 169, verse 1 and 2 in unison; Psalm 109, verse 1, 2, and 29 in unison; Hymn 166, verse 1 and 5 in unison.

Union Church, Kennedy Road. Sunday June 22nd. Morning, Worship, at 11 a.m. Evening Worship, at 6 p.m. Preacher, Rev. J. Kirk Macdonald.

St. Peter's Church, West Point. Sunday, June 22nd, 1913. Morning Service and Holy Communion 11 a.m. Preacher, Rev. D. B. Reynolds. Evening Service 6.15 p.m. Preacher, Rev. D. B. Reynolds.

VESSELS ON THE BEAT

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CHYLOU, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, LONDON, LONDON.

THROUGH BILLS OF LADING ISSUED FOR DARFATIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA." Captain S. Barham, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, TO-DAY, the 21st June, 1913, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MARMON," from Hongkong, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay in the s.s. "HIMALAYA," due in London on the 3rd August, 1913.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 9th June, 1913.

THE "INDIA" LINE, LIMITED.

FOR BOSTON & NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INDRAKUALA." Captain A. H. Smith, will be despatched as above on MONDAY, 23rd June. This Steamer has superior accommodation for a limited number of Saloon Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 10th June, 1913. [78]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "WHAY CASTLE." On or about 3rd July.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 11th June, 1913. 624

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

DIRECT STEAM FOR GENOA, NAPLES, LEGHORN, BOMBAY & PORT SAID VIA SINGAPORE.

(Without Transshipment.)

(Taking Cargo at through rates to all MEDITERRANEAN, ADRIATIC, BARCELONA, VALENZA, ALICANTE, ALMERIA, MALAGA, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.)

THE Steamship

"ISCHIA." Captain Baldo, will be despatched as above on FRIDAY, the 4th July, at Noon.

For further particulars regarding freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 17th June, 1913. [3]

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR HAYRE, LONDON AND ANTWERP.

THE Steamship

"GLENSTAR." Captain Jas. McGillivray, will be despatched for the above Ports on or about 18th July, 1913.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th June, 1913. [786]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

MANILA, "LOONGSANG" ... Saturday, 21st June 2 p.m.

TIENTSIN, "CHONGSHING" ... Tuesday, 24th June, Noon.

Kobe, "HONGSANG" ... Tuesday, 24th June, Noon.

SINGAPORE, PENANG & CALCUTTA, "KUMSANG" ... Tuesday, 24th June, 2 p.m.

SHANGHAI, "KWONGSANG" ... Wednesday, 25th June, Noon.

MANILA, "YUENSANG" ... Saturday, 28th June, 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUTANG," "NAMANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days.

This service is supplemented by the "LANSANG" and "KUMSANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yoko, Choke, T'ain, Hain, W'wei, T'ang and N'chwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 21st June, 1913.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS: 1. From Green Island to the Harbour Master's Pier. 2. From Harbour Master's Pier to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON via Suez Ports of Call.	ARCADIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 25th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	Lubbock	JARDINE, MATHESON & Co., Ltd.	About 15th July.
HAYRE, BREMEN & HAMBURG, &c.	SEGOVIA	Ger. str.	K. W.	Deinat	HAMBURG-AMERICA LINE	To-day.
HAYRE, ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASILIA	Ger. str.	K. W.	Jas. McGillivray	HAMBURG-AMERICA LINE	On 3rd July.
HAYRE, LONDON & ANTWERP	GLENNETH	Brit. str.	K. W.	Maslin	HAMBURG-AMERICA LINE	About 15th July.
DUNKIRK & HAMBURG, &c.	IRKINDELS	Brit. str.	K. W.	Deloit	HAMBURG-AMERICA LINE	On 4th July, at Noon.
GENOA, NAPLES, LEGHORN, BAY OF PORT SAID via SUEZ	ISCHIA	Ital. str.	—	Korats	HAMBURG-AMERICA LINE	On 28th inst.
MARSEILLES, HAYRE & HAMBURG, &c.	SITHONIA	Ger. str.	K. W.	Korats	HAMBURG-AMERICA LINE	On 30th inst.
MARSEILLES via SAIGON, SPAIN, COLOMBO, PORT SAID	FURST BUELOW	Ger. str.	K. W.	Korats	HAMBURG-AMERICA LINE	On 1st July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AMUND-BRICK	Ger. str.	K. W.	Korats	HAMBURG-AMERICA LINE	On 2nd July, at D'light.
VICTORIA, B.C. & TACOMA via KIELING, &c.	MORRIS MARU	Jap. str.	—	F. J. Spamer	OSAKA SHOSSEN KAISHA	On 25th inst., at 1 p.m.
VICTORIA, B.C. & SEATTLE via KIELING, &c.	PANAMA MARU	Jap. str.	—	J. Kase	NIPPON YUSEN KAISHA	On 1st July, at 4 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SADO MARU	Jap. str.	—	K. Asakawa	OSAKA SHOSSEN KAISHA	On 10th July, at 1 p.m.
SAN FRANCISCO via KIELING & JAPAN, &c.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSSEN KAISHA	On 25th inst., at 10 a.m.
CAPE POINTS via MAURITIUS	SCHARNHORST	Ger. str.	—	F. Behn	SANDER, WILHELM & Co.	About 1st July.
AUSTRALIAN PORTS via MANILA	QUEBLA	Aus. str.	—	—	SANDER, WILHELM & Co.	On 15th July, at 4 p.m.
AUSTRALIAN PORTS via MANILA	KOEBER	Aus. str.	—	—	SANDER, WILHELM & Co.	About 3rd July.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	WRAY CASTLE	Brit. str.	—	A. H. Smith	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
Kobe & YOKOHAMA	INDRAKUALA	Brit. str.	2 m.	W. Davidson	OSAKA SHOSSEN KAISHA	To-day, at Noon.
Kobe & YOKOHAMA	MONTEAGLE	Brit. str.	K. W.	Geissel	OSAKA SHOSSEN KAISHA	To-morrow.
Kobe & YOKOHAMA	C. FRED. LAMBEZ	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
Kobe & YOKOHAMA	VESTALIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 2nd July, at Noon.
Kobe & YOKOHAMA	EMPEROR OF JAPAN	Brit. str.	—	E. Bent	TOYO KAISEN KAISHA	To-day, at Noon.
Kobe & YOKOHAMA	TENYO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 1st July, at Noon.
Kobe & YOKOHAMA	PERSIA	Aus. str.	—	—	PACIFIC MAIL S.S. Co.	On 4th July, at 1 p.m.
Kobe & YOKOHAMA	KOREA	Aus. str.	—	—	THE BANK LINE, LIMITED	To-day.
Kobe & YOKOHAMA	DUNBEG	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	To-day, at Noon.
Kobe & YOKOHAMA	ST. ALBANS	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 2nd July, at Noon.
Kobe & YOKOHAMA	KUANO MARU	Jap. str.	—	—	MELCHERS & Co.	On 24th inst., at 9 a.m.
Kobe & YOKOHAMA	COLENS	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst.
Kobe & YOKOHAMA	KITO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
Kobe & YOKOHAMA	TOSA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
Kobe & YOKOHAMA	HOPKINS	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 3rd July, at 11 a.m.
Kobe & YOKOHAMA	COLENS	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 2nd July, at 11 a.m.
Kobe & YOKOHAMA	ITACHI MARU	Jap. str.	—	—	SANDER, WILHELM & Co.	About 28th inst.
Kobe & YOKOHAMA	YAMADA MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 18th July, p.m.
Kobe & YOKOHAMA	E. F. FERDINAND	Aus. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch
Kobe & YOKOHAMA	LUZON MARU	Jap. str.	—	—	DAVID BARROCK & Co., Ltd.	On 30th inst.
Kobe & YOKOHAMA	THIAZAP	Dut. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
Kobe & YOKOHAMA	JELUNGA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
Kobe & YOKOHAMA	KUICHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at Midnight.
Kobe & YOKOHAMA	CHONGSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
Kobe & YOKOHAMA	LIAN	Brit. str.	1 m.	—	MELCHERS & Co.	On 25th inst., at Noon.
Kobe & YOKOHAMA	ORLYON	Swed. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
Kobe & YOKOHAMA	KWONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 26th inst., at 4 p.m.
Kobe & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	—	P. & O. S. N. Co.	About 27th inst.
Kobe & YOKOHAMA	ANHUI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst., at M'night.
Kobe & YOKOHAMA	SHENLA	Brit. str.	—	—	MELCHERS & Co.	On 30th inst., at 6 a.m.
Kobe & YOKOHAMA	CHONGSHING	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 1st July, at 6 a.m.
Kobe & YOKOHAMA	BERNST SINON	Frech. str.	K. W.	—	SANDER, WILHELM & Co.	On 2nd July.
Kobe & YOKOHAMA	PERUSSEN	Ger. str.	—	—	NIPPON YUSEN KAISHA	About 3rd July.
Kobe & YOKOHAMA	KOEBER	Aus. str.	—	—	P. & O. S. N. Co.	On 25th inst., at 10 a.m.
Kobe & YOKOHAMA	PENANG MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	To-morrow, at Noon.
Kobe & YOKOHAMA	CHINA	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 24th inst., at 11 a.m.
Kobe & YOKOHAMA	TUNODAS	Dut. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 27th inst., at 11 a.m.
Kobe & YOKOHAMA	SOSHI MARU	Jap. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 1st July, at 11 a.m.
Kobe & YOKOHAMA	DAIGI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 p.m.
Kobe & YOKOHAMA	HAIMUN	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
Kobe & YOKOHAMA	LAUGHING	Brit. str.	2 h.	—	OSAKA SHOSSEN KAISHA	On 26th inst., at 4 p.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 2 p.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	—	OSAKA SHOSSEN KAISHA	On 28th inst.
Kobe & YOKOHAMA	LOONGSANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst.
Kobe & YOKOHAMA	TEAN	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 9th July, at D'light.
Kobe & YOKOHAMA	ZAFIRO	Aus. str.	—	—	MELCHERS & Co.	End of June.
Kobe & YOKOHAMA	FUENSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 26th inst., at 9 a.m.
Kobe & YOKOHAMA	TUJABONG	Dut. str.	—	—	—	—
Kobe & YOKOHAMA	KAMAKURA MARU	Jap. str.	—	—	—	—
Kobe & YOKOHAMA	SAIGON MARU	Jap. str.	—	—	—	—
Kobe & YOKOHAMA	KUNANG	Brit. str.	—	—	—	—
Kobe & YOKOHAMA	GRAND APAR	Brit. str.	—	—	—	—
Kobe & YOKOHAMA	CEYLON MARU	Jap. str.	—	—	—	—
Kobe & YOKOHAMA	KOLA	Brit. str.	—	—	—	—
Kobe & YOKOHAMA	BOHANN	Ger. str.	—	—	—	—
Kobe & YOKOHAMA	SUNSHINE	Brit. str.	1 m.	—	—	—

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hongkong
MONTEAGLE	Leave 21 June.	Leave 24 June.	Leave Moi 26 June.	Leave 28 June.	Leave 1 July.	Arrive 15 July.	Leave 24 July.	Arrive 31 July.	Leave 23 May.	Arrive 30 May.	EMPEROR OF JAPAN	Leave 4 June.	Arrive 18 June.	Arrive 19 June.	Arrive 21 June.	Arrive 23 June.	Arrive 26 June.
EMPEROR OF JAPAN	2 July.	5 July.	7 July.	9 July.	11 July.	23 July.	31 July.	7 Aug.	6 June.	13 June.	EMPEROR OF RUSSIA	18 June.	29 June.	30 June.	2 July.	4 July.	7 July.
EMPEROR OF RUSSIA	16 July.	18 July.	20 July.	22 July.	24 July.	2 Aug.	7 Aug.	14 Aug.	20 June.	27 June.	EMPEROR OF INDIA	2 July.	16 July.	17 July.	19 July.	21 July.	24 July.
EMPEROR OF INDIA	30 July.	2 Aug.	4 Aug.	6 Aug.	8 Aug.	20 Aug.	28 Aug.	4 Sept.	—	—	MONTEAGLE	23 July.	8 Aug.	11 Aug.	13 Aug.	16 Aug.	19 Aug.
EMPEROR OF JAPAN	13 Aug.	15 Aug.	17 Aug.	19 Aug.	21 Aug.	30 Aug.	4 Sept.	11 Sept.	18 July.	25 July.	EMPEROR OF JAPAN	30 July.	13 Aug.	14 Aug.	16 Aug.	18 Aug.	21 Aug.
EMPEROR OF RUSSIA	27 Aug.	30 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	25 Sept.	2 Oct.	1 Aug.	8 Aug.	EMPEROR OF RUSSIA	13 Aug.	24 Aug.	25 Aug.	27 Aug.	29 Aug.	1 Sept.

PASSAGE RATES—HONGKONG TO LONDON.

EMPEROR OF RUSSIA } Inclusive of Meals and \$71.10 \$71.10

EMPEROR OF ASIA } Sloopers across Canada.

EMPEROR OF INDIA } do. do. £65 — £67 —

EMPEROR OF JAPAN } do. do. £43 — £45 —

MONTEAGLE } Meals and Sloopers across Canada. &c. additional.

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.

AROUND THE WORLD RATES in connection with Suez Mail Lines or Trans-Siberian Route.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

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THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 16,950, displacement 34,000 tons, are now quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers "EMPEROR OF BRITAIN" and "EMPEROR OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlet, etc., please Apply to—

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, Corner Polder Street and Praya.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For	STEAMER	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	ERNEST SIMONS	On 30th June, at 6 A.M.
MARSEILLES VIA PORTS	ALBERT BEHIC	On 1st July, at 1 P.M.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interceptors meet passengers on their arrival in Marseilles.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG
TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
ARRIVING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From HONGKONG: 3rd June. Connecting with "KATANGA" 10th July.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAGRITUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIE" On 21st June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,205 tons, Captain Sullivan, will be despatched for MIKE, KOBE and MOJI on 30th June.
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 9th July.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 28th June.
S.S. "DILWARA," 5,328 tons, Captain Ramage, R.N.R., will be despatched as above on 1st July.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 21st June, 1913.

"THE BIG 4" of the
PACIFIC MAIL S.S. CO.

STEAMER	Tons	Starting	From HONGKONG calling at
MONGOLIA	27,000 tons, twin screws	TUESDAY, 1st July, at Noon.	SHANGHAI, NAGASAKI,
MANCHURIA	27,000 tons, twin screws	FRIDAY, 4th July, at 1 P.M.	KOBE (via Inland Sea),
KOREA	18,000 tons, twin screws	SATURDAY, 19th July, at 1 P.M.	YOKOHAMA and HONO-
SIBERIA	18,000 tons, twin screws	TUESDAY, 29th July, at 3 P.M.	LULU (the Paradise of the
NILE	11,000 tons	TUESDAY, 5th Aug., at 1 P.M.	Pacific) through Service via
CHINA	10,800 tons	TUESDAY, 19th Aug., at 3 P.M.	NEW YORK to Europe.
PERIA	9,000 tons	TUESDAY, 26th Aug., at 1 P.M.	

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost:—is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £34 (return ticket £69.10s) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting	From HONGKONG
PERIA	9,000	TUESDAY, 1st July, at Noon.	
KOREA	18,000	FRIDAY, 4th July, at 1 P.M.	
SIBERIA	18,000	SATURDAY, 19th July, at 1 P.M.	
CHINA	10,800	TUESDAY, 29th July, at 3 P.M.	
MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 P.M.	
NILE	11,000	TUESDAY, 19th Aug., at 3 P.M.	
MONGOLIA	27,000	TUESDAY, 26th Aug., at 1 P.M.	

INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG—MANILA SERVICE.

From HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
1st July ... PERIA	3rd July	22nd June ... PERIA	24th June
4th July ... KOREA	6th July	19th July ... CHINA	21st July
19th July ... CHINA	31st July	27th July ... MANCHURIA	29th July
1st Aug ... NILE	21st Aug.	9th Aug ... NILE	11th Aug.
16th Sept ... PERIA	18th Sept.	17th Aug ... MONGOLIA	19th Aug.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

STEAMER	Leave	Arrive
8 a.m. "HONAM."	SATURDAY, 21st JUNE, 1913.	8 a.m. "HUANGSHAN."
10 a.m. "HUANGSHAN."		5 p.m. "KINSHAN."
10 p.m. "FATSHAN."	SUNDAY, 22nd JUNE, 1913.	4 p.m. "HUANGSHAN."

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776. Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1551. S.S. "SUI AN," Tons 1551.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 22nd JUNE, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "FANAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
Via STRAITS, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "KOERBER," 9,900 tons, will leave as above on 15th July, at 4 p.m. Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 450 1st, 236 2nd, 219 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.

S.S. "GISELA," will leave as above about 1st July. (For Cargo only).
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London. BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £23.16, II £21.6.

BY ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Bale, Luc, Calais or Boulogne, Class I £23.15, II £21.6.

BY SEMMERING EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.11, II £19.9.

BY LÖNNER EXPRESS: Via Munich, Cologne, Hook or Flushing, Class I £21.9, II £19.6.

TO SHANGHAI.
S.S. "KOERBER," 9,900 tons, will leave as above on 1st July, at 5 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 28th June.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,
Princes' Building.

Hongkong, 16th June, 1913.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATES OF SAILINGS.

SHANGHAI, YOKOHAMA, "CEYLON" ... 9,000 ... On 23rd June.

KOBE and MOJI ... "CEYLON" ... 9,000 ... On 23rd June.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, Top Floor.

SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. CHIYO MARU ... 22,000 tons.

S.S. SHINYO MARU ... 22,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Strong Orchestra. Daily tank bathing, cricket, baseball, canoe and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.E.K. Lines connect at San Francisco with the greatest trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Light—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with Lines for New York Transatlantic Steamers; and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

O. LACY GOODRICH,
GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. 157

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
STEAMER	NOON, SATURDAY	STEAMER	SUNDAY	SATURDAY
ARCADIA	June 21	MARINORA	July 20	July 26
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MAJOJA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20
ARCADIA	August 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOCHAN	Oct. 25	Oct. 31
CHINA	Oct. 11	MOREA	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NOT-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
1st REPORT SAILINGS:

STEAMERS	Leave	Due	Due
HONGKONG	MARSEILLES	LONDON	
NUBIA	June 25	July 31	Aug. 10
SUNDA	July 9	Aug. 15	Aug. 24
BARDINIA	July 23	Aug. 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NORE	October 1	November 5	Nov. 16
NILE	October 15	November 19	Nov. 29
SYRIA	October 29	December 3	Dec. 11
SUMATRA	November 12	December 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.0 SINGLE £82.10 RETURN.
2nd " £38.10 " £57.4

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA-	MISHIMA MARU Capt. F. L. Sommer,	16,000	WED'DAY, 2nd July, at Daylight.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. Tabusa,	12,500	WED'DAY, 16th July, at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SADO MARU Capt. A. Sawawa,	12,500	TUESDAY, 1st July, at 4 P.M.
YOKOHAMA MARU	Capt. Wada,	12,500	TUESDAY, 15th July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler,	9,300	WED'DAY, 2nd July, at Noon.
INABA MARU	Capt. S. Tomioka,	12,500	WED'DAY, 30th July, at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	CEYLON MARU Capt. Noguichi,	12,000	SATURDAY, 23rd June.
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. T. Hori,	12,500	MONDAY, 23rd June.
KOBE and YOKOHAMA	HITACHI MARU Capt. Yamawaki,	13,000	THURSDAY, 3rd July, at 11 A.M.
KOBE and YOKOHAMA	TOSA MARU Capt. Sato,	12,000	MONDAY, 23rd June.
NAGASAKI, KOBE & YOKOHAMA	INABA MARU Capt. Tomioka,	12,500	WED'DAY, 2nd July, at 11 A.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PENANG MARU Capt. Noma,	12,500	WED'DAY, 2nd July.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months, Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class	£135	£122	£108	£95
2nd	£81	£75	£65	£57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 232 and 1241.

(11-12-13)

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ARCADIA	Noon	See Special
OF CALL	Capt. S. Borcham	21st June	Advertisement
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES & LISBON	NUBIA	About 25th June	Freight and Passage.
	Capt. F. J. Fox		
SHANGHAI, MOJI, KOBE, YOKOHAMA AND YOKOHAMA	CHINA	About 27th June	Freight and Passage.
	Capt. G. Phillips		
SHANGHAI	CHINA	About 3rd July	Freight and Passage.
	Capt. C. H. S. Toogoe, R.N.R.		

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 21st June, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI, MANILA, CEBU AND ILOILO	"LINAN"	On 21st June, M'night.
WEIHAIWEI & TIENTSIN	"TEAN"	On 24th June, 4 P.M.
BAIFONG	"KUEICHO"	On 25th June, Noon.
SHANGHAI	"SUNGKIANG"	On 25th June, 9 A.M.
SHANGHAI	"ANHUI"	On 25th June, 4 P.M.
SHANGHAI	"CHENAN"	On 28th June, M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIRE,

For Freight or Passage apply to—

Hongkong, 21st June, 1913.

TELEPHONE 56.

AGENTS

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	On 27th June.	On 21st June, Noon.
EASTERN	On 25th July.	On 19th July, Noon.
EMPIRE		On 16th Aug., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GUTH, LIVINGSTON & Co.,

AGENTS.

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO to MARSEILLES, HAVRE, BREMEN and LONDON and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE & YOKOHAMA:	For HAVRE, BREMEN & HAMBURG:
S.S. FEEUSSEN ... 30th June.	S.S. SEGOWIA ... 21st June.
S.S. SILESIA ... 20th July.	For Vancouver, Seattle and/or Tacoma & PORTLAND (Or).
S.S. BELGRAVIA ... 30th July.	S.S. C. FERD LAEISZ 2nd June.
	For Marseilles, Havre, Hamburg:
	S.S. SAPHONA ... 28th June.
	For Marseilles, Havre & Hamburg:
	S.S. FURST BUELOW 30th June.
	For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BRASILIA ... 3rd July.
	For DUNKIRK & HAMBURG:
	S.S. HIKENFELS ... 7th July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIHING"	Capt. W. C. Passmore	TUESDAY, 24th June, at 11 A.M.
"HAIHAN"	Capt. J. S. Roach	FRIDAY, 27th June, at 11 A.M.
"HAIYANG"	Capt. A. B. Hodgkin	TUESDAY, 1st July, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 5 Days).

"HAIKUN"	Capt. J. W. Evans	SUNDAY, 22nd June, at 10 A.M.
		WED. DAY, 25th June, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LARSEN & Co.,

GENERAL MANAGERS.

Hongkong, 21st June, 1913.

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE-SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
TENYO MARU	El. Bent	SATURDAY, 21st June, Noon.
SHINYO MARU	W. C. T. Filmer	SATURDAY, 12th July, at Noon.
CHIYO MARU	W. V. Greene	THURSDAY, 7th Aug., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, YOKOHAMA AND HONOLULU on SATURDAY, the 21st June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WED. DAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—TO OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

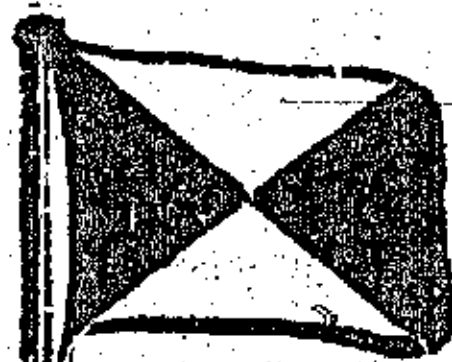
Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 26th June, 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers PHILIPPINE S.S. Co.

Hongkong, 9th June, 1913.

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OVOCITIN
NERVE FOOD.

Ovocitin is a Combined Nerve Food made on strictly scientific principles. Besides other approved ingredients that are blood-forming tonics, it contains 25% Lecithin Albumen, which is well-known on account of its high physiological importance. Ovocitin is the best and most efficient nourishment in cases of nervousness and accompanying symptoms, loss of appetite, sleeplessness, etc.

Sole Manufacturers:

HESSE & GOLDSTAUB,
HAMBURG.

General Agent for Hongkong and China:

HUGO C. A. FROMM.

Hongkong, 21st May, 1913.

AHMLING'S GOUT FLUID

A remarkable and guaranteed innocuous remedy of quick and excellent effect against GOUT, PODAGRA, RHEUMATISM, ICHTHAS, etc.

Two Table-Spoonsful to be taken 10 minutes before each meal and before going to bed.

Sole Manufacturers:

AHMLING & CO., Hamburg.

General Agent for Hongkong and China:

HUGO C. A. FROMM.

Hongkong, 21st May, 1913.

KAYSER'S
PAINTS

"Perfect" Powder Paints,
Oil Paints,
Dry Paints,
Ship's Paints,
Varnishes.

Are World Renowned.

KAYSERWERKE KAYSER & Co
LUEBECK.

General Agent for Hongkong and China:

HUGO C. A. FROMM.

Hongkong, 21st May, 1913.

NOTICE POST OFFICE

On account of a number of Contract Packets leaving at about the same time to-day morning, the Public are requested to post their correspondence as early as possible.

The Money Order Office has been removed from the Ground Floor to the First Floor of the Post Office Building.

TO	DATE	TIME
Japan via Nagasaki	Saturday, 21st	8.00 A.M.
Hankow, Peking and Saigon	Saturday, 21st	9.00 A.M.
Timor, Australia, Tasmania and New Zealand via Port Darwin	Saturday, 21st	10.00 A.M.
Kobe, Shanghai, Straits, Mauritius and Cape Port	Saturday, 21st	11.00 A.M.
Siam	Saturday, 21st	11.00 A.M.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Honolulu, United States America, and South America via San Francisco

Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)

Straits, Borneo, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi

Extra Postage 10 cents. (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

Philippine Islands, Macao, Canton, Tientsin, Shanghai and North China (Europe via Siberia)

Swatow, Amoy, and Formosa via Tamsui, Straits and India via Calcutta, Swatow, Amoy and Poochow, Japan via Kobe, Philippine Islands

Straits, Borneo, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples

Swatow, Amoy, and Formosa via Tamsui, Shanghai and North China, Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria, B.C., and Tacoma

Hankow, Peking and Saigon, Philippine Islands, Shanghai and North China

Achilles	Saturday, 21st	8.00 A.M.
St. Kiang	Saturday, 21st	9.00 A.M.
St. Albans	Saturday, 21st	10.00 A.M.
Dunrobie	Saturday, 21st	11.00 A.M.
Anna	Saturday, 21st	11.00 A.M.

Printed Matter and Samples ... 10.00 A.M.
Registration ... 10.30 A.M.
Kowloon ... 9.30 A.M.
B.O. ... 11.00 A.M.
Letters ... 11.00 A.M.

Printed Matter and Samples ... 10.00 A.M.
Registration with late fee ... 10.30 A.M.
Registration with late fee of 10 cents up to 10.30 A.M.
Kowloon ... 9.30 A.M.
B.O. ... 11.00 A.M.
Letters ... 11.00 A.M.

Printed Matter and Samples ... 10.00 A.M.
Registration ... 10.30 A.M.
Kowloon ... 9.30 A.M.
B.O. ... 11.00 A.M.
Letters ... 11.00 A.M.

Printed Matter and Samples ... 10.00 A.M.
Registration ... 10.30 A.M.
Kowloon ... 9.30 A.M.
B.O. ... 11.00 A.M.
Letters ... 11.00 A.M.

Printed Matter and Samples ... 10.00 A.M.
Registration ... 10.30 A.M.
Kowloon ... 9.30 A.M.
B.O. ... 11.00 A.M.
Letters ... 11.00 A.M.

Printed Matter and Samples ... 10.00 A.M.
Registration ... 10.30 A.M.
Kowloon ... 9.30 A.M.
B.O. ... 11.00 A.M.
Letters ... 11.00 A.M.

Printed Matter and Samples ... 10.00 A.M.
Registration ... 10.30 A.M.
Kowloon ... 9.30 A.M.
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Letters ... 11.00 A.M.

Printed Matter and Samples ... 10.00 A.M.
Registration ... 10.30 A.M.
Kowloon ... 9.30 A.M.
B.O. ... 11.00 A.M.
Letters ... 11.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS

June 20th.

ON LONDON :—		
Telegraphic Transfer	.....	111½
Bank Bills, on demand	.....	111½
Bank Bills, at 30 days' sight	.....	111½
Bank Bills, at 4 months' sight	.....	111½
Credits, at 4 months' sight	.....	111½
Documentary Bills 4 months sight	.....	111½
ON PARIS :—		
Bank Bills, on demand	.....	47
Credits, at 4 months' sight	.....	54
ON GERMANY :—		
On demand	.....	20½
ON NEW YORK :—		
Bank Bills, on demand	.....	48
Credits, at 60 days' sight	.....	49
ON HAMBURG :—		
Telegraphic Transfer	.....	147½
Bank, on demand	.....	147½
ON CALCUTTA :—		
Telegraphic Transfer	.....	147½
Bank, on demand	.....	147½
ON SHANGHAI :—		
Bank, at sight	.....	73
Private, 30 days' sight	.....	73½
YOKOHAMA :—On demand	.....	90½
ON MANILA :—On demand	.....	90½
ON SINGAPORE :—On demand	.....	90½
ON BATAVIA :—On demand	.....	119
ON HONGKONG :—On demand	.....	14½, p.m.
ON SAIGON :—On demand	.....	1
ON BANGKOK :—On demand	.....	78½
SOVEREIGNS, Bank's Buying Rate	.....	\$10.05
GOLD LEAF, 100 fine, per ton	.....	\$53.20
BAR SILVER, per oz.	.....	1.65

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$8.24 discount
Chinese	10	\$8.40
Hongkong	20	\$8.10
Hongkong	10	\$8.50

MAILS VIA SIBERIA.

London	June 8th	June 23rd
Shanghai	June 21st	June 23rd

SHARE LIST.—QUOTATIONS.

Hongkong, 20th June, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$810, buyers	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$103, buyers	10 p.c.
China Light and Power Company, Ltd.	50,000	\$11	all	\$4.15, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$9, sales	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 1.18	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9 1/2, buyers	6 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$6	
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, buyers	6 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, buyers	5 p.c.
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6 1/2, buyers	7 1/2 p.c.
Shanghai Dock & Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60	
Shanghai Dock & Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 111, sales	
Shanghai Dock & Engineering Co., Ltd.	400,000	\$10	all	\$7 1/2, buyers	
Green Island Cement Co., Limited	50,000	\$10	all	\$8 1/2, buyers	5 1/2 p.c.
Hongkong Electric Co., Limited	12,000	\$50	all	\$12 1/2, buyers	5 1/2 p.c.
Hongkong Hotel Company, Limited	15,000	Pa. 10	all	Pa. 8	
Manila Metropolitan Hotel Limited	5,000	\$25	all	\$18 1/2, sellers	7 p.c.
Hongkong Ice Company, Limited	60,000	\$10	all	\$21 1/2, buyers	10 p.c.
Hongkong Rope Manufacturing Co., Ltd.	15,000	\$10	all	\$4, sellers	
H'kong & South China Steam Fishers Co., Ltd.	15,000	\$10	all	\$10, sellers	
Hongkong Steel Foundry Co., Ltd.	325,000	1	all	7/2, buyers	
Hongkong Tramway Co., Ltd.					
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$25	all	\$25	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	all	\$147	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$25	all	\$57, buyers	
Hongkong Marine Insurance Co., Ltd.	10,000	\$15	all	\$134, buy.	
North China Insurance Co., Limited	14,400	\$10	all	\$79, buyers	6 1/2 p.c.
Union Insurance Society, Limited	12,000	\$10	all	\$107 1/2, Ex 73	
Yangtze Insurance Association, Ltd.					
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	25,000	\$100	all	\$111, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	150,000	\$10	all	\$8 1/2, buyers	6 p.c.
Humphreys Estate and Finance Co., Ltd.	6,000	\$50	all	\$40, buyers	8 p.c.
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	all	Tls. 92	
Shanghai Land Investment Co., Ltd.	12,500	\$50	all	\$7 1/2	7 p.c.
West Point Building Co., Limited	25,000	Gds. 10	all	Tls. 53	
Manitowishippi tot Majn, Bosch-on Landow exploitatie in Langkat					
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$2	all	\$2.6	
Hoswood Tin and Rubber Estate Ltd.	322,000	\$2	all	\$1.80, sellers	
Hamb Australian Gold Mining Co., Ltd.	200,000	\$2	all	\$2.6	
Irona Mines, Limited	20,000	\$1	all	\$10, sellers	7 p.c.
Peak Tramways Co., Limited	70,000	\$1	all	\$0.90, buyers	
Philippine Co., Limited	13,200	\$50	all	\$20, sellers	
Pulper & Paperes du Tonkin Societe des					
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$10	all	\$103	5 p.c.
Leeson Sugar Refining Co., Limited	7,000	\$10	all	\$15 1/2	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$2	all	\$11, sellers	4 1/2 p.c.
Douglas Steamship Co., Limited	20,000	\$2	all	\$3 1/2, sellers	7 p.c.
H'kong, Canton & Macao S. S. Co., Ltd.	80,000	\$2	all	\$30, buyers	
Indo-China Steam Navigation Co., Ltd.	60,000	\$2	all	\$107	
Shanghai Transport & Trading Co., Ltd.	2,000,000	\$1	all	\$50 1/2, buyers	4 p.c.
Star Ferry Company, Limited	5,000	\$1	all	\$42, sellers	
South China Morning Post, Limited	6,000	\$2	all	\$4 1/2, sellers	
STEAM AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Gande, Price & Co., Limited	50,000	\$1	all	\$5	4 1/2 p.c.
Forwell, Wm., Limited	15,000	\$1	all	\$10, buyers	
Watson & Co., A. S. Limited	90,000	\$10	all	\$3 1/2, sellers	
Weissmann, Limited	3,000	\$10	all	\$25, buyers	
United Asbestos Oriental Agency, Ltd.	9,300 only	\$1	all	\$30	
Union Waterboat Co., Limited	103 shares	\$1	all	\$18, sellers	7 1/2 p.c.

Para Rubber in London ... 3/8 1/2 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 70,000	Tls. 20	7 1/2 p. annum.	Par.

VERNON & SMYTH, Share Brokers.

TO-DAY

Noon—Sam Wang Land Investment, Loan & Agency Co., Ltd. General Meeting at Messrs. Percy Smith, Seth & Fleming's Office.

TO-NIGHT

9.15 P.M.—V.E.C. Evening Fete in the Swimming Enclosure.
9.15 P.M.—Hippodrome Circus at Causeway Bay.

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